The SIGNALMAN'S Journal

APRIL 1980

SP signalmen install CTC

26 26510
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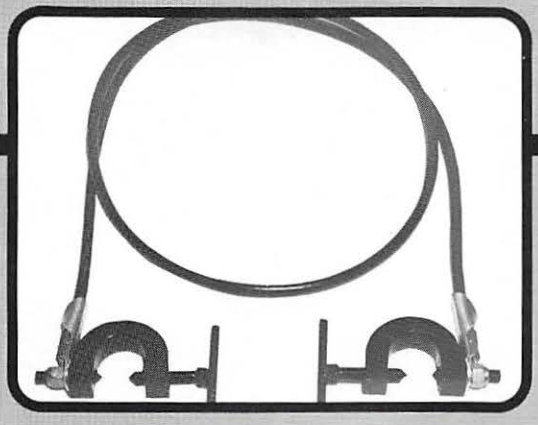
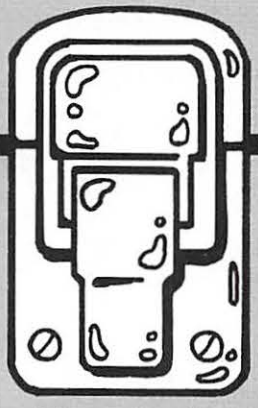
BOX 145
OLEY PA 19547

PERMANENT TOOLS for TEMPORARY FIXES

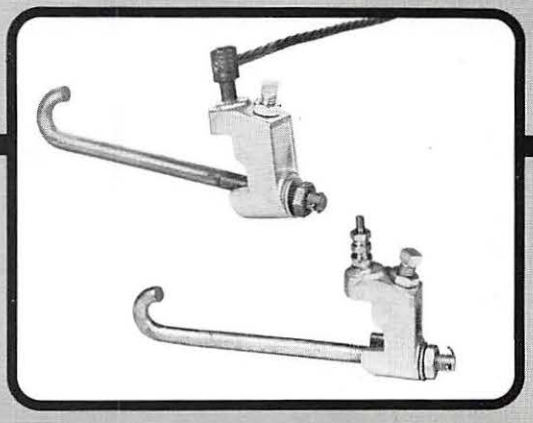
When service is threatened by delay because you have neither time nor material for permanent repairs, look to Safetran for these temporary fixes.



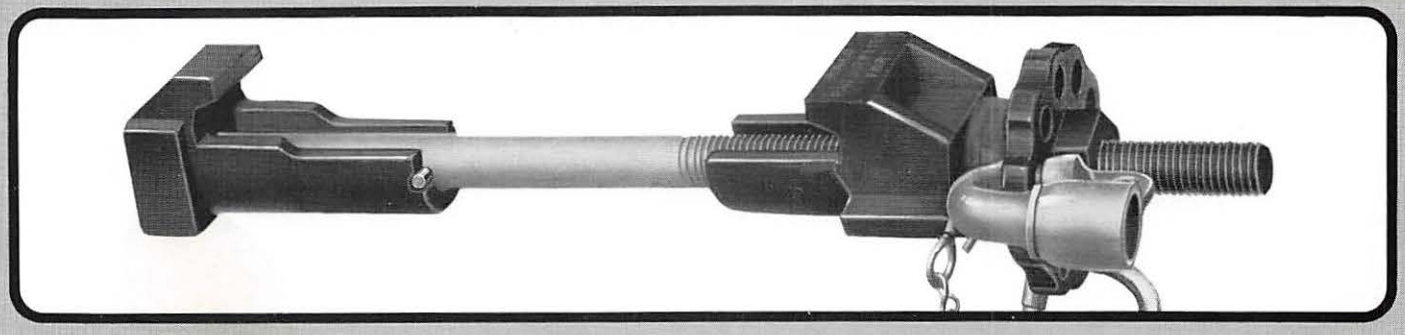
Safetran's Model TS3 Track Shunts for temporary track circuit bonds and connections.



These tools get your traffic moving fast.



Temporary bond clamps maintain the track circuit while bonds are out of the rail.



When a switch circuit controller or power switch machine is out of service or being repaired, Safetran's Switch Point Clamp can be applied to a switch point to temporarily lock it safely in position.

Safetran helps you keep your railroad on the move.

Safetran Systems Corporation

7721 National Turnpike • Louisville, KY 40214 • (502) 361-1691

Volume 61 Number 3 April 1980

ROBERT W. McKNIGHT
Editor
601 West Golf Road
Mount Prospect, Illinois 60056
312-439-3732

The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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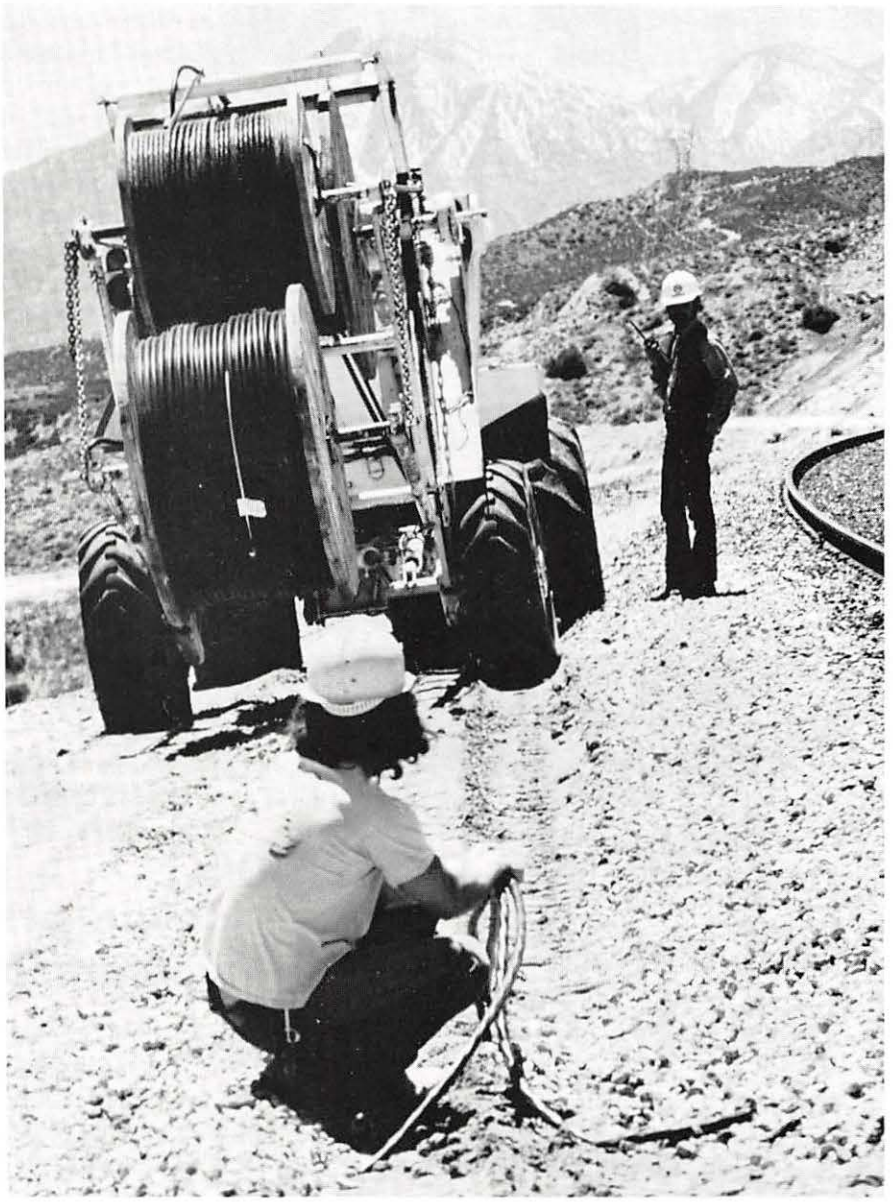
SP puts ctc in Texas, California



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Sickness benefits can be lost

The U.S. Railroad Retirement Board estimates that 4,500 railroad workers lost sickness benefits totaling about $1,000,000 in a recent year because of late filing. An application for sickness benefits, payable under the Railroad Unemployment Insurance Act, should be mailed to the Board within 7 days of the first day for which an employee claims benefits.

If an application is filed late, some or all of the sickness benefits are lost unless a good reason for the delay is furnished to the Board. If a railroader cannot obtain a sickness benefit application on time, or if hospitalization or a doctor's delay prevents timely filing, or if any other circumstances beyond the employee's control prevent timely filing, the railroader should enclose an explanation with the sickness benefit application.

Even if there is a good reason, late filing will delay benefit payments, so it's important for employees to take steps ahead of time to prevent late filing. Railroad employees should obtain a sickness benefit application from their employer, their labor organization or any local Board office. They should keep the sickness benefit application, together with the right-hand portion of their most recent Form BA-6, "Certificate of Service Months and Compensation," in a place where family members can locate it. Form BA-6 describes how to file for sickness benefits and also contains information which helps the Board expedite sickness benefit payments.

If an employee is injured or becomes ill, he or she should complete the sickness benefit application, have a doctor complete the doctor's statement and mail these forms to the U.S. Railroad Retirement Board, Bureau of Unemployment and Sickness Insurance, 844 N. Rush Street, Chicago, Illinois 60611 within 7 days. Employees should enclose the right-hand portion of Form BA-6, but shouldn't delay sending the application if unable to locate Form BA-6. If the application is delayed, it is important for the employee to enclose an explanation for the delay.

US&S gets NEC signal project

Union Switch & Signal Division, WABCO, has received a contract to design and furnish signal equipment and systems for the Northeast Corridor Improvement Project between New York and Boston. The contract is for $45,579,624 and the work is to be completed in 1982.

Johnson gets RRB post

Tony C. Johnson has been appointed to the labor members' administrative staff.

A Board employee since 1953, Johnson was previously the retirement field programs officer, with responsibility for coordinating the retirement and survivor claim activities of the field offices. In 1975, he was named outstanding supervisory employee of the year by the Chicago Federal Executive Board. Active in Local 375 of the American Federation of Government Employees, Johnson has served as sergeant at arms and as chairman of its legislative and resolution committees. He succeeds Charles R. Pouliot who recently retired.

Signalmen in union show

Brotherhood of Railroad Signalmen members working for TESCO, a Safetran Systems Corp. subsidiary, will man booths 919 and 921 at the AFL-CIO Union Industries Show in Cincinnati, Ohio from Tuesday May 23 through Thursday May 28. The exhibit will feature a working rail-highway crossing warning system with diagrams and control equipment.

Free to the public, the hours are from 1 pm to 10 pm through May 27. On May 28, hours are from 1 pm to 9 pm. The show will be at the Cincinnati Convention-Exposition Center. The Union Industries Show is sponsored by the union label and trades department of the AFL-CIO.

This show is about people—people in labor and in management who together produce the products and services we use every day. The show offers consumers an unusual glimpse behind the scenes to see how our products are made and our services are performed.

The show is also about quality — quality of design, material and workmanship which make American union-made products and union services among the world's finest.

The spotlight is on the skills American craftsmen bring to their jobs — in manufacturing, building and construction, the service industries, merchandising, public service, education and special crafts.

The Union Industries Show highlights the ingenuity and strength of American business and those corporations which stand behind the quality of their products.

It's a unique opportunity for the consumer to see good labor/management relations in action — a graphic example of

For railroad coach, substation, and signalling power, it's no contest.

The McGraw-Edison Americad® pocket plate nickel-cadmium storage battery.

If the name seems long, you can shorten it to *no contest.*

Because that's how it stacks up against a lead-acid battery.

The critical difference.

Because of its nickel-plated steel posts and other construction features, the McGraw-Edison nickel-cadmium battery has no critical failure mode. Which means if you check our nickel-cadmium battery tonight, you'll know with absolute certainty that the battery will operate tomorrow morning. And the next day. And the next week.

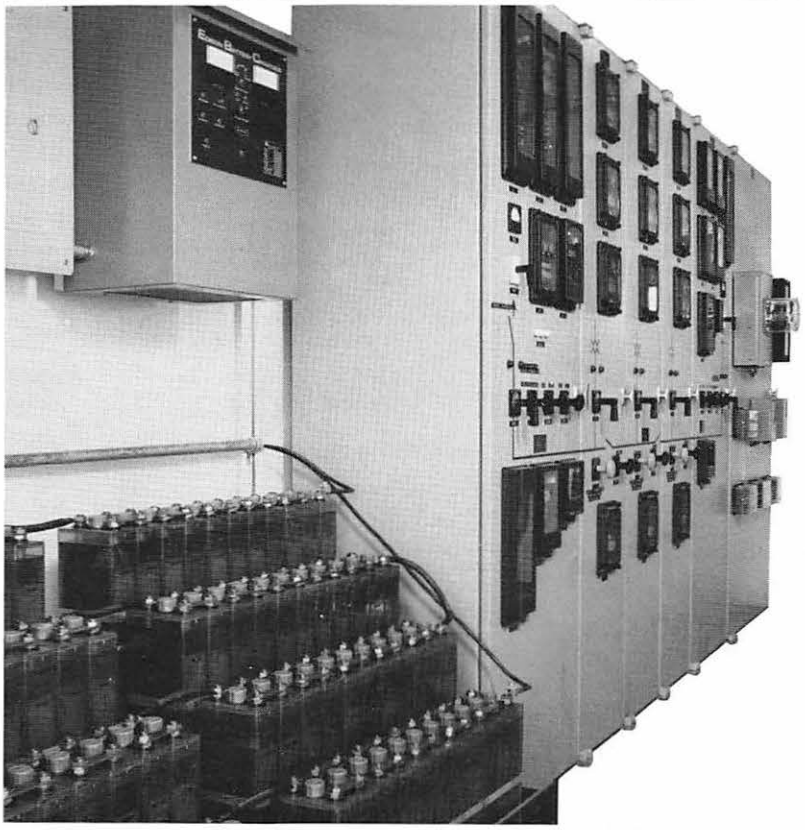
In an application where batteries are used to trip an emergency device such as a breaker, an unpredictable battery—one which might be on the verge of failing as you complete your check—could mean costly damage to equipment.

So if you're still buying lead-acid batteries because they're less expensive, think of *long-term* cost and *long-term* performance. Think of reliability. Then compare economics.

Durability.

Obviously, durability is vital to railroad coach applications. Because when you need emergency back-up power on rolling stock, you want batteries that won't fail. Batteries you can rely on to run air-conditioning, lighting, and communications. McGraw-Edison nickel-cadmium batteries.

Because of their great mechanical strength, our nickel-cadmium batteries are not subject to harm from vibration. So they provide long-lasting service even if conditions are sometimes less than ideal.

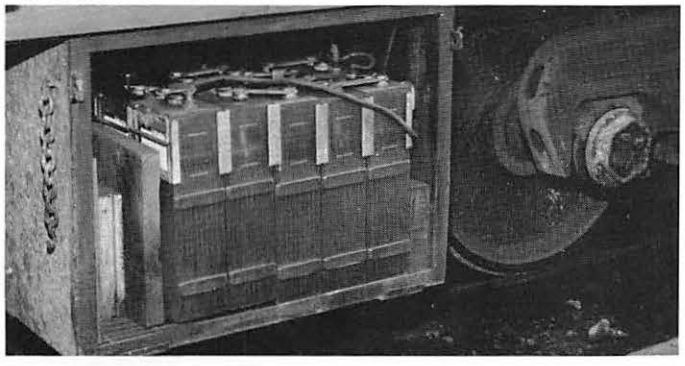


It's one more reason to choose our no-contest batteries.

Lots of other reasons, too.

Our nickel-cadmium battery is not subject to bursting from sub-zero temperatures.

Hot weather performance is also exceptional. Exposure to average temperatures of 115 F can be experienced without loss of service life.



McGraw-Edison nickel-cadmium batteries do not give off corrosive fumes that could damage sensitive electronic equipment. Nor are they harmed internally by shorting or reversing. In stand-by applications such as signalling or crossing protection, no-contest batteries can last 20 years or more with proper (but comparatively little) maintenance.

Applications.

You name it.

Substation protection, particularly *unmanned* substations, a variety of railroad coach applications. Communications. Switching and signalling. Remote communication back-up. Switchgear trippings. Communications power at switch yards and many others.

It's a long list of applications. And we have an even longer list of benefits. For more information, write: McGraw-Edison Company, Power Systems Division, Box 2850, Pittsburgh PA 15230. In Canada, McGraw-Edison Ltd.

McGRAW-EDISON

The no-contest battery.

how this nation's free trade unions and its great corporations work together to make a great America greater.

Signalmen agree to D&RGW change

Brotherhood of Railroad Signalmen and the Denver & Rio Grande Western have come to an agreement with full settlement of a section 6 notice that was served by the Signalmen on the railroad in July, 1977. The notice requested several changes in the Signalmen's agreement with the railroad.

One of the key benefits is to pay a $2.00 arbitrary allowance to each employee to cover the cost of lunch. Amended Rule 27 in the agreement states:

"Employees who perform work requiring them to leave and return to their home station on the same day (within 24 hours of the regular starting time of their assignment) will be paid a meal allowance of $2.00 and in consideration thereof will be required to carry their own lunch instead of eating at a public restaurant. Meal allowance will not be paid on any day employees are relieved of the requirement to carry their own lunch provided notice thereof is given prior to that day's starting time."

House looks at slurry pipeline

A coal slurry pipeline bill is now being considered by the House Public Works Committee. Although some would regard this bill as an improvement over previous slurry pipeline bills this one, designated H.R. 4370, does have some provisions which have to be met before anyone can build a coal slurry pipeline.

For example, the Secretary of the Interior is given the power to provide eminent domain and condemn private land for pipeline rights-of-way if the carrier or person proposing to build such a pipeline is properly certified by the Secretary of Interior and if said carrier is unable to acquire the rights-of-way by negotiation.

Also, the Secretary of Interior must certify that the pipeline is a public convenience and necessity and he may consider the eventual cost to consumers, in determining the common carrier status of the person proposing to construct a pipeline.

Energy usage, water availability and environmental impact are all factors that the Secretary of Interior must take into account when certifying the carrier to construct or operate a coal slurry pipeline. In this respect, a provision of the law prohibits any federal officer or licensee from using or diverting water within a state for use in a coal pipeline unless in accordance with state law. States would be allowed to place conditions on the use of water.

As of press time, the bill had not been reported out of the House Public Works Committee to the floor of the House of Representatives.

If I haven't got cancer by now I'll never get it. I just don't want to know. No one in my family ever had cancer anyway. My husband told me not to worry. I was going to go but I remembered the goldfish needed feeding. It was raining out, and I was afraid I'd get sick on the way. I overslept and missed my appointment. Who cares. I don't have a doctor. I feel fine. I missed the bus. The canary got out so I chased it around for hours. I forgot. I had to get a haircut. The kids wanted ice cream first. The traffic was terrible. The weather was great so I played golf instead. I'm not sick, ever. I don't have the money right now. If cancer's in the stars, it's in the stars. I went to the doctor's on the wrong day. Maybe next week I'll make it. It's against my religion. I'm need to lose a few pounds first. I'm too busy righ fall apart without me. My father r tor's and he lived until he was 90. I don't like to t about it. Nothing's wrong d o cold. I'm t o care. I thoug home and fix dinner. I never heard of it. My boss wouldn't give me the day off a great sale on linens I couldn't miss. T rattle. No one in my family ever cancer. I'm not afraid of cancer. I lost a button that d a football game on. By the time they find i ly be too late. I was doing laundry. I h k a day in my life. Cancer of the what? Doctors are boring. In my business I need every h orrow I couldn't care less. But I xercising. I forgot bridge club met that afternoon. octor's office is too far away. I forgot to cash a check. My dog was lost, and I had to find it. It was hunting season. My clothes were at the laundry. I feel great. It upsets me to talk about it. The kids would rip the house apart if I went out. I don't know why. If I haven't got cancer by now I'll never get it. I just don't want to know. No one in my family ever had cancer anyway. My husband told me not to worry. I was going to go but I remembered the goldfish needed feeding. It was raining out, and I was afraid I'd get sick on the way. I overslept and missed my appointment. Who cares. I don't have a doctor. I feel fine. I missed the bus. The canary got out so I chased it around for hours. I forgot. I had to get a haircut. The kids wanted ice cream first. The traffic was terrible. The weather was great so I played golf instead. I'm not sick, ever. I don't have the money right now. If cancer's in the stars, it's in the stars. I

Stop excusing your life away.

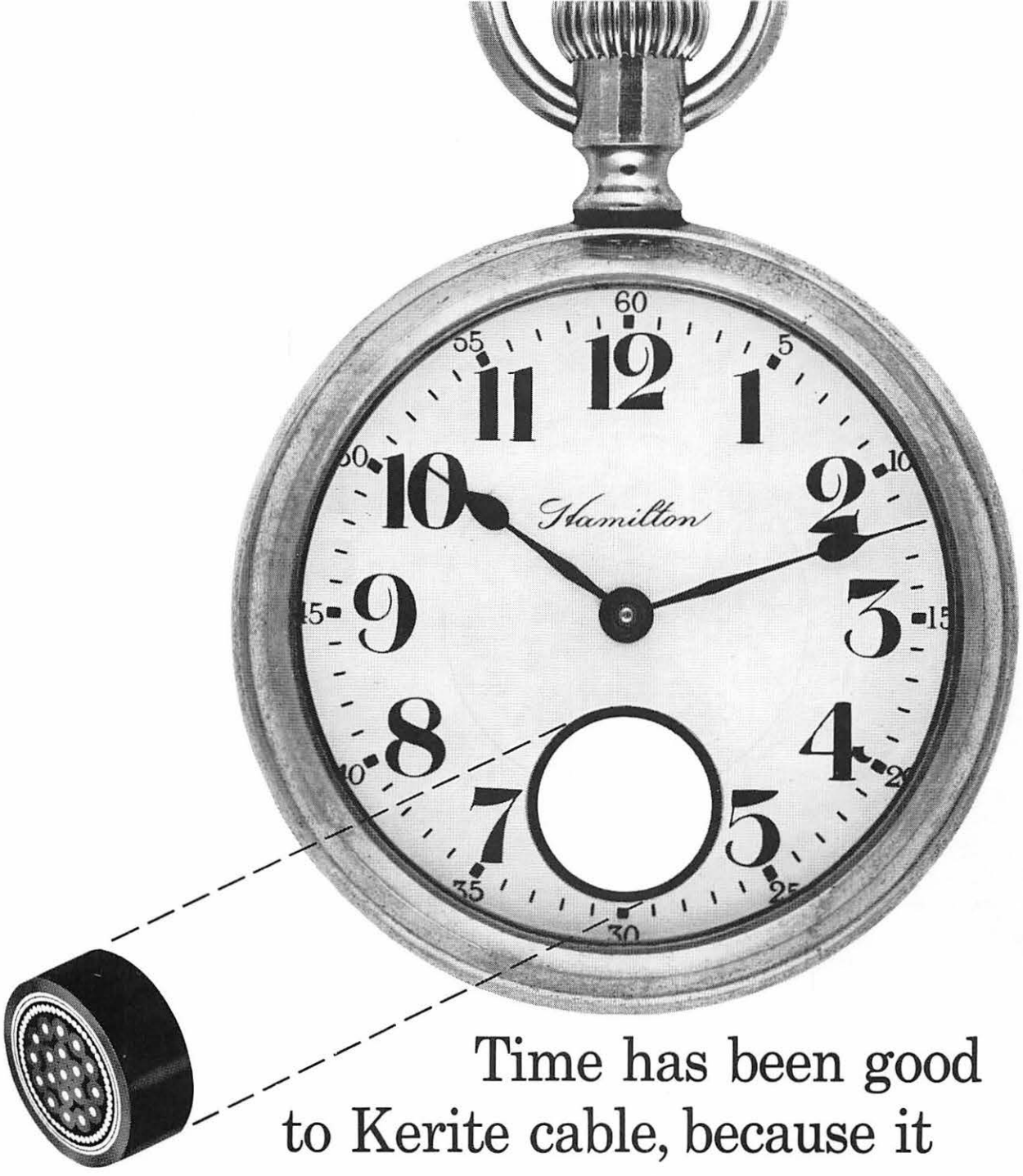
Everyone has an excuse for not seeing their doctor about colorectal cancer. However, every year 52,000 men and women die of colorectal cancer in this country alone. Two out of three of these people might be saved by early detection and treatment. Two out of three.

So what is your excuse? Today you have a new, simple, practical way of providing your doctor with a stool specimen on which he can perform the guaiac test. This can detect signs of colorectal cancer in its early stages before symptoms appear. While two out of three people can be saved. Ask your doctor about a guaiac test, and stop excusing your life away.

American Cancer Society

Bodkin gets RRB post

Thomas J. Bodkin is appointed as acting director, Bureau of Retirement Claims of the Railroad Retirement Board. As acting director of retirement claims, Bodkin will plan and direct retirement and survivor claims activities. A Board employee since 1943, Bodkin was previously assistant director of retirement claims. The director, H. P. Gibbons, has been on an extended leave of absence due to illness.



Time has been good to Kerite cable, because it has quality built in first... to last.

There is no better known Quality Assurance than its 116-year record.

Specify Kerite for the ultimate in reliability.

The Kerite Company • Principal Offices: Boston; Chicago; New York; Philadelphia; San Francisco; and Seymour, Connecticut • Sales Representation throughout the United States. A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

the cable that lasts . . . and lasts . . . and lasts . . .

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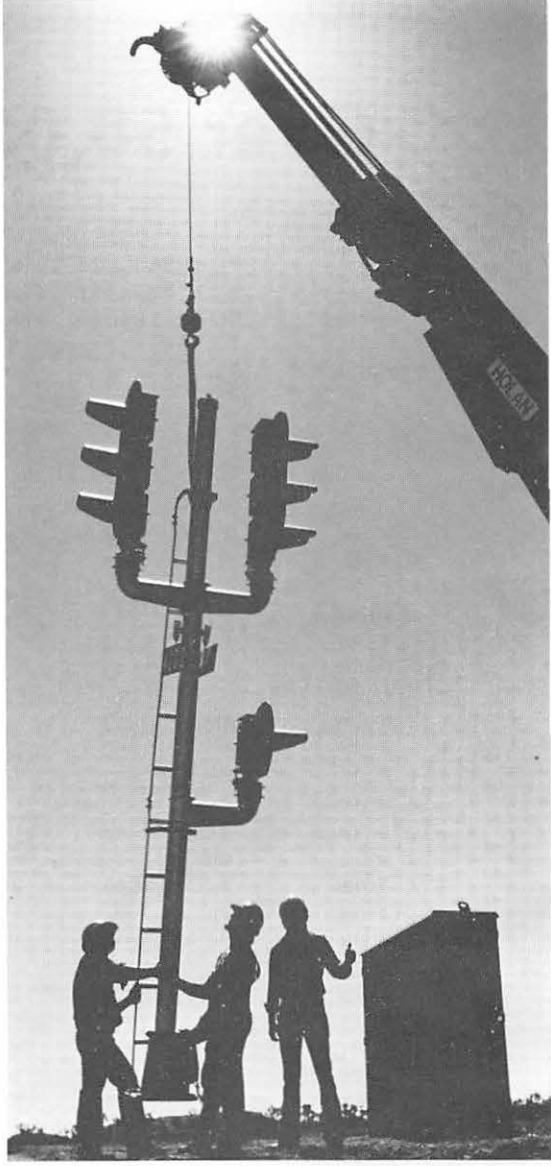
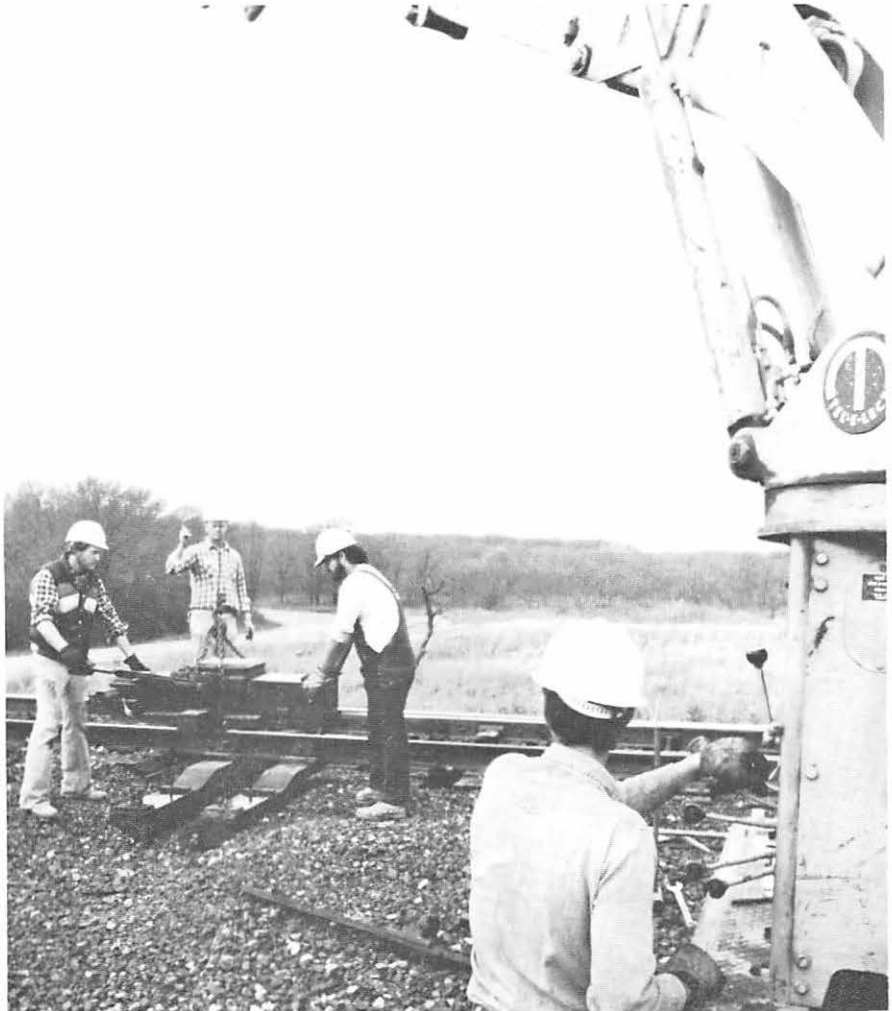
Setting a signal into position on the California ctc project is no small task. Brothers J. B. Whittrock and S. P. Green guide the mast into position as R. C. Gollen, signal foreman at the right, signals the crane operator. These Brothers are members of Los Angeles Lodge 104.



Handling the boom controls while setting a ctc signal is Brother E. James Lee, a member of Local Lodge 99.

Installing a switch machine at the Caldwell, TX 11,000-ft. siding requires the use of a boom truck. Wayne Bennett and Rickey Colonga (left and right on machine) guide the switch mechanism into place as James Jossey, foreman, signals Dennis Ganston (foreground) at the boom controls. These Brothers are members of Gulf Coast Lodge 99.



Wiring a junction box at the base of a signal is J. B. Whittrock, assistant signalman. He is a member of Los Angeles Lodge 104. Brother Whittrock is working on the Mojave Colton ctc project.

Over 50,000 rail-highway crossings in

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Gates	Highway Signals Wigwags Bells
Amtrak	CT	10	—	24	—
	IN	—	—	6	—
	MD	—	—	13	—
	MI	3	—	15	—
	NJ	1	—	—	—
	PA	2	1	—	—
	RI	—	—	1	—
Total		**16**	**1**	**59**	—
Baltimore	DC	2	—	—	—
& Ohio	DE	3	—	7	—
	IL	119	26	19	—
	IN	111	36	29	9
	MD	43	6	30	10
	NY	62	8	7	3
	OH	413	97	68	5
	PA	113	30	29	7
	VA	8	1	—	2
	WV	86	21	37	8
Total		**960**	**225**	**226**	**44**
Western	MD	67	7	11	4
Maryland	PA	40	7	14	7
	WV	12	—	—	—
Total		**119**	**14**	**25**	**11**
Bessemer	OH	2	—	—	—
& Lake Erie	PA	22	1	21	1
Total		**24**	**1**	**21**	—
Boston	MA	131	3	129	16
& Maine	ME	5	—	10	—
	NH	111	8	26	16
	NY	18	—	12	—
	VT	14	—	2	1
Total		**279**	**11**	**179**	**33**
Burlington	CA	1	—	—	—
Northern	CO	24	1	8	9
	IA	70	21	59	19
	ID	13	6	1	1
	IL	289	41	156	34
	KS	4	3	—	—
	MN	322	27	156	—
	MO	131	25	16	22
	MT	125	17	58	1
	ND	163	17	81	2
	NE	168	16	97	43
	OR	40	7	15	8
	SD	28	6	—	—
	WA	230	121	87	43
	WI	24	3	32	—
	WY	42	4	9	1
Total		**1,674**	**315**	**775**	**183**
Colorado	CO	40	17	3	7
&	NM	7	—	—	—
Southern	WY	9	—	1	2
Total		**56**	**17**	**4**	**9**
Ft. Worth					
& Denver	TX	51	55	14	—
Total		**51**	**55**	**14**	—

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Gates	Highway Signals Wigwags Bells
Chesapeake	IL	1	—	—	—
& Ohio	IN	89	3	17	2
	KY	95	10	37	—
	MI	358	113	137	13
	OH	60	—	24	—
	VA	80	3	55	—
	WV	67	19	21	—
Total		**750**	**148**	**291**	**16**
Chicago	IA	315	40	74	102
& North	IL	216	21	223	43
Western	MI	38	14	—	14
	MN	179	24	12	15
	MO	27	—	—	1
	NE	70	13	4	19
	SD	51	20	—	3
	WI	401	49	115	282
	WY	11	6	2	1
Total		**1,308**	**187**	**430**	**480**
Clinchfield	NC	7	—	1	—
	SC	1	—	1	—
	TN	7	—	2	3
	VA	6	—	2	—
Total		**21**	—	**6**	**3**
ConRail	CT	73	5	22	2
	DC	1	—	—	—
	DE	59	6	20	—
	IL	254	17	99	9
	IN	646	79	281	34
	KY	1	—	4	—
	MA	170	7	29	19
	MD	47	4	12	15
	MI	312	79	106	12
	NJ	296	13	155	17
	NY	761	37	219	64
	OH	736	87	425	45
	PA	667	63	298	65
	RI	5	—	—	7
	VA	4	1	—	1
	WV	41	6	1	5
Total		**4,073**	**404**	**1,671**	**295**
Estates	CT	28	1	1	2
(Crossings	DE	15	2	3	—
on lines	IL	77	2	12	1
not part	IN	179	36	46	22
of	MA	92	1	5	8
ConRail)	MD	6	—	2	—
	MI	261	60	23	26
	NJ	78	3	36	11
	NY	179	8	67	22
	OH	215	23	32	8
	PA	233	35	77	24
	RI	14	—	4	1
	WV	3	—	—	—
Total		**1,380**	**171**	**308**	**125**

the U.S. have automatic warning devices

Data as of January 1, 1980 from the Federal Railroad Administration.

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Bells
Delaware	NY	129	3	95	7
& Hudson	PA	12	1	53	—
	VT	13	2	—	1
Total		**154**	**6**	**148**	**8**
Denver &	CO	113	5	27	2
Rio Grande	UT	77	19	8	—
Total		**190**	**24**	**35**	**2**
Detroit,					
Toledo	MI	30	7	14	—
& Ironton	OH	63	9	2	—
Total		**93**	**16**	**16**	—
Duluth,					
Missabe &					
Iron Range		43	—	5	—
Total		**43**	—	**5**	—
Elgin,					
Joliet &	IL	46	3	47	—
Eastern	IN	23	3	26	1
Total		**69**	**6**	**73**	**1**
Florida					
East Coast	FL	121	27	413	—
Total		**121**	**27**	**413**	—
Frisco	AL	37	9	4	4
	AR	51	15	14	3
	FL	6	10	6	—
	KS	50	19	32	5
	MO	207	43	29	25
	MS	35	2	5	—
	OK	158	53	24	6
	TN	4	3	10	—
	TX	34	33	3	3
Total		**582**	**187**	**127**	**46**
Grand	IL	1	—	43	1
Trunk	IN	16	1	36	1
Western	MI	287	61	175	10
Total		**304**	**62**	**254**	**11**
Illinois	AL	30	3	1	—
Central	IA	142	17	16	5
Gulf	IL	543	48	312	91
	IN	27	4	—	17
	KY	67	8	10	28
	LA	71	31	23	3
	MN	1	—	—	—
	MO	28	—	2	21
	MS	196	40	16	18
	TN	63	15	23	3
	WI	13	2	—	5
Total		**1,182**	**169**	**403**	**191**

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Bells
Kansas	AR	19	1	5	—
City	KS	7	2	2	—
Southern	LA	27	9	1	4
	MO	28	6	4	6
	OK	18	1	1	—
	TX	28	17	—	—
Total		**127**	**36**	**13**	**10**
Louisiana	AR	1	—	—	—
&	LA	94	19	5	—
Arkansas	TX	15	9	4	—
Total		**110**	**28**	**9**	—
Long	NY	29	—	272	—
Island					
Total		**29**	—	**272**	—
Louisville	AL	143	18	29	8
&	FL	36	8	44	1
Nashville	GA	50	1	29	—
	IL	66	5	17	3
	IN	390	44	45	20
	KY	352	32	132	7
	LA	6	—	5	—
	MS	24	10	5	—
	TN	261	32	54	9
	VA	3	—	3	—
Total		**1,331**	**150**	**363**	**48**
Milwaukee	IA	164	25	34	11
Road	ID	3	1	—	—
	IL	142	13	99	10
	IN	31	3	2	12
	MI	14	11	2	—
	MN	123	17	7	3
	MO	14	—	1	—
	MT	37	6	7	7
	ND	4	7	1	—
	SD	71	18	1	2
	WA	70	41	4	2
Total		**1,022**	**192**	**239**	**159**
Missouri-	KS	29	3	9	7
Kansas-	MO	55	2	2	17
Texas	OK	49	14	10	5
	TX	122	86	34	29
Total		**255**	**105**	**55**	**58**

News from Washington

By Michael Marsh

Rep. James Florio (D., N.J.) wants to put most of his railroad "eggs" for 1980 in one basket. Florio, an active and effective legislator, heads the House transportation subcommittee. Together with that panel's senior Republican, Rep. Edward Madigan (Ill.), Florio introduced the "Rail Act of 1980" back in mid-February.

This bill has been cited in the press as a railroad deregulation bill. It makes important changes in the procedures for setting rail freight rates. These aim at a freer and — in Florio's view — more rational kind of rate-setting than we've had up to now.

The Florio-Madigan bill also, however, includes key provisions relating to rail abandonments, labor protections in case of abandonment or restructuring of rail lines, and federal loans to promote "manpower effectiveness" on the railroads.

In addition, Florio left four empty slots in the original version of his bill. These slots he hoped to fill later with provisions dealing with (1) railroad cooperation with Amtrak, (2) financial strengthening of the Railroad Retirement System, (3) continued financing of Conrail labor protections, and (4) restructuring of Conrail.

By filling these slots in the bill with appropriate provisions — preferably on a consensus basis — Florio and Madigan might be able to combine all the big railroad legislative issues of 1980 together in one measure. In an election year, when members of Congress are much distracted by politics, this "one big basket" approach could be the only way to get action on all the issues.

Building on the grim experience of the Milwaukee Road and Rock Island cases, the original version of the Florio-Madigan bill offers an innovative approach to the problems of rail abandonments. Key provisions include:

- Within two years, any Class I railroad may convey free to the U.S. Department of Transportation any part of its line that carried less than five million tons of traffic during 1978.
- If this happens, the DOT shall first offer the rail line to the state or states that it's in. If this doesn't work, it may be offered to a state-approved group of shippers. If that doesn't work, after three years the line shall be transferred "into a rail bank program."
- On any other abandonment, for the next three years, a railroad must first get permission from the Interstate Commerce Commission (or, if the line is within one state, from the appropriate state authority). The bill sets out strict criteria for the ICC to follow in determining whether "public convenience and necessity" permit such abandonment.
- If the ICC does approve such abandonment, it shall order the carrier to provide employee protective provisions at least as beneficial as those under other provisions of law.

A further section of the Florio-Madigan bill offers federal loans to railroads for "restructuring assistance," including "related labor protection costs."

Another section of the bill offers federal loans to any Class I railroad to cover "up to 100% of such railroad's payments to any eligible employee or former employee to whom the railroad is obligated to make payment under a labor-management agreement which results in a significant change in railroad operating practices or work rules and which the Secretary (of Transportation) determines will significantly improve manpower effectiveness."

Half of Amtrak's ridership and 36% of its revenues come from the Northeast Corridor running between Washington-New York-Boston. Both figures are expected to soar over the next five years, Amtrak President Alan Boyd has told Rep. Florio's subcommittee.

Already, Boyd said, the NEC is "the centerpiece of our current system." Clearly it will be even more so if the future projections come to pass. Boyd cited these facts and figures in a plea to Congress to boost the money for the NEC improvement project by $750 million, as asked by the Carter Administration.

That would make the total outlay for this massive NEC upgrading reach $2.5 billion. The upgrading, now being actively pressed, is due for completion in 1984. By then, the corridor is slated to provide much swifter, smoother rides. Moreover, electrification of the whole corridor will be undertaken. The line between Boston and New Haven, Conn. is not now electrified.

Amtrak's estimates for future NEC traffic, as cited by Boyd, show a jump from 11,000,000 passengers in 1980 to 18,700,000 in 1984. Revenues are projected to rise from $119.3 million in 1980 to $298.8 million in 1984. Number of trains per day is expected to increase from 25 in 1980 to 30 in 1981 and to 36 in 1982 and beyond.

The NEC upgrading, Boyd said, will not only provide many jobs but convenient travel service. The project's completion, he said, will also bring "reductions in traffic congestion, reduced air pollution — because the Corridor will be totally electrified — and an economic spur for inner city revitalization efforts."

Most railroads don't train

the U.S. have automatic warning devices

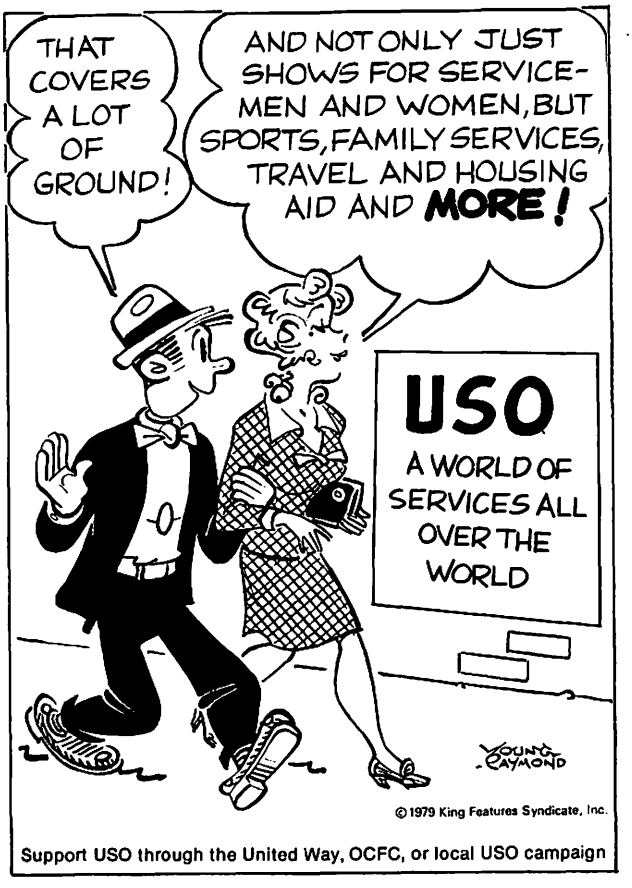
Data as of January 1, 1980 from the Federal Railroad Administration.

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Bells
Delaware	NY	129	3	95	7
& Hudson	PA	12	1	53	—
	VT	13	2	—	1
Total		**154**	**6**	**148**	**8**
Denver &	CO	113	5	27	2
Rio Grande	UT	77	19	8	—
Total		**190**	**24**	**35**	**2**
Detroit,					
Toledo	MI	30	7	14	—
& Ironton	OH	63	9	2	—
Total		**93**	**16**	**16**	—
Duluth,					
Missabe &					
Iron Range		43	—	5	—
Total		**43**	—	**5**	—
Elgin,					
Joliet &	IL	46	3	47	—
Eastern	IN	23	3	26	1
Total		**69**	**6**	**73**	**1**
Florida					
East Coast	FL	121	27	413	—
Total		**121**	**27**	**413**	—
Frisco	AL	37	9	4	4
	AR	51	15	14	3
	FL	6	10	6	—
	KS	50	19	32	5
	MO	207	43	29	25
	MS	35	2	5	—
	OK	158	53	24	6
	TN	4	3	10	—
	TX	34	33	3	3
Total		**582**	**187**	**127**	**46**
Grand	IL	1	—	43	1
Trunk	IN	16	1	36	1
Western	MI	287	61	175	10
Total		**304**	**62**	**254**	**11**
Illinois	AL	30	3	1	—
Central	IA	142	17	16	5
Gulf	IL	543	48	312	91
	IN	27	4	—	17
	KY	67	8	10	28
	LA	71	31	23	3
	MN	1	—	—	—
	MO	28	—	2	21
	MS	196	40	16	18
	TN	63	15	23	3
	WI	13	2	—	5
Total		**1,182**	**169**	**403**	**191**

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Bells
Kansas	AR	19	1	5	—
City	KS	7	2	2	—
Southern	LA	27	9	1	4
	MO	28	6	4	6
	OK	18	1	1	—
	TX	28	17	—	—
Total		**127**	**36**	**13**	**10**
Louisiana	AR	1	—	—	—
&	LA	94	19	5	—
Arkansas	TX	15	9	4	—
Total		**110**	**28**	**9**	—
Long	NY	29	—	272	—
Island					
Total		**29**	—	**272**	—
Louisville	AL	143	18	29	8
&	FL	36	8	44	1
Nashville	GA	50	1	29	—
	IL	66	5	17	3
	IN	390	44	45	20
	KY	352	32	132	7
	LA	6	—	5	—
	MS	24	10	5	—
	TN	261	32	54	9
	VA	3	—	3	—
Total		**1,331**	**150**	**363**	**48**
Milwaukee	IA	164	25	34	11
Road	ID	3	1	—	—
	IL	142	13	99	10
	IN	31	3	2	12
	MI	14	11	2	—
	MN	123	17	7	3
	MO	14	—	1	—
	MT	37	6	7	7
	ND	4	7	1	—
	SD	71	18	1	2
	WA	70	41	4	2
Total		**1,022**	**192**	**239**	**159**
Missouri-	KS	29	3	9	7
Kansas-	MO	55	2	2	17
Texas	OK	49	14	10	5
	TX	122	86	34	29
Total		**255**	**105**	**55**	**58**

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Highway Signals Wigwags Bells
Missouri Pacific	AR	180	26	75	15
	CO	11	—	3	—
	IL	105	11	59	1
	KS	183	27	32	21
	LA	183	54	21	4
	MO	192	32	79	13
	MS	1	—	—	—
	NE	68	19	7	—
	NM	6	2	1	—
	OK	57	10	6	2
	TN	25	3	—	—
	TX	519	240	118	4
Total		**1,530**	**424**	**401**	**60**
Norfolk & Western	IA	11	1	—	6
	IL	265	13	93	16
	IN	414	54	83	36
	KY	3	—	—	—
	MD	5	—	2	—
	MI	26	2	51	1
	MO	107	19	15	15
	NC	24	1	8	3
	NY	19	—	23	1
	OH	383	86	117	36
	PA	41	8	4	—
	VA	140	5	149	24
	WV	44	3	8	7
Total		**1,482**	**192**	**553**	**145**
Pittsburgh & Lake Erie	OH	1	—	—	—
	PA	9	—	18	2
Total		**10**	—	**18**	**2**
Rock Island	AR	51	—	12	11
	CO	21	1	—	1
	IA	221	28	132	19
	IL	48	15	138	8
	KS	85	12	49	3
	LA	15	3	—	—
	MN	16	—	4	1
	MO	46	4	5	8
	NE	23	3	29	1
	NM	1	—	4	—
	OK	102	23	29	2
	TX	65	46	23	—
Total		**694**	**135**	**425**	**54**
Santa Fe	AZ	35	11	23	—
	CA	227	33	670	81
	CO	35	10	17	13
	IA	1	—	8	—
	IL	30	11	83	4
	KS	233	48	120	59
	LA	—	4	—	—
	MO	11	1	20	22
	NM	71	15	102	10
	OK	176	38	60	38
	TX	337	227	138	50
Total		**1,156**	**398**	**1,241**	**277**
Seaboard Coast Line	AL	55	11	37	—
	FL	464	266	534	6
	GA	141	31	169	11
	NC	246	104	138	2
	SC	152	58	100	2
	VA	35	17	74	1
Total		**1,093**	**487**	**1,052**	**22**
Soo Line	IL	39	—	27	—
	MI	65	15	3	—
	MN	98	9	14	1
	ND	50	5	4	—
	SD	1	—	—	—
	WI	251	24	29	26
Total		**504**	**53**	**77**	**27**
Southern	AL	191	19	46	7
	FL	21	19	21	—
	GA	266	28	155	5
	IL	50	11	11	—
	IN	46	9	5	—
	KY	58	3	17	4
	LA	31	6	1	2
	MS	28	6	2	—
	NC	287	94	124	5
	SC	102	31	29	1
	TN	118	20	39	4
	VA	93	19	75	3
Total		**1,291**	**265**	**525**	**31**
Southern Pacific	AZ	48	5	163	14
	CA	552	143	1,547	339
	LA	104	13	88	3
	NM	4	1	8	—
	NV	24	—	29	1
	OR	84	6	228	57
	TX	308	191	319	57
	UT	9	—	—	—
Total		**1,133**	**359**	**2,382**	**471**
St. Louis Southwestern	AR	72	8	24	—
	LA	4	—	8	—
	MO	17	4	6	—
	TX	95	38	27	—
Total		**188**	**50**	**58**	—
Union	PA	9	5	3	—
Total		**9**	**5**	**3**	—
Union Pacific	CA	62	16	71	11
	CO	65	10	25	9
	IA	1	—	1	—
	ID	117	60	42	14
	KS	76	23	47	13
	MO	1	5	—	—
	MT	6	—	—	2
	NE	136	16	107	3
	NV	7	4	8	1
	OR	18	11	39	11
	UT	78	28	41	12
	WA	40	33	2	10
	WY	40	4	11	3
Total		**647**	**210**	**394**	**89**

Railroad	State	Standard Flashing Lights	Cantilevered Flashing Lights	Highway Signals Wigwags Gates	Bells
Western Pacific	CA	49	17	160	14
	NV	15	3	11	1
	UT	5	3	1	—
Total		**69**	**23**	**172**	**15**
All Other Railroads	AK	41	3	1	—
	AL	72	4	1	1
	AR	9	2	—	1
	AZ	5	2	2	—
	CA	149	42	122	62
	CO	8	5	—	1
	CT	51	2	1	4
	FL	29	18	7	1
	GA	85	11	29	8
	IA	39	11	4	5
	ID	3	4	1	—
	IL	286	34	144	5
	IN	98	12	64	13
	KS	1	3	—	—
	KY	41	5	1	—
	LA	13	6	5	2
	MA	37	5	3	—
	MD	5	1	1	6
	ME	340	13	52	19
	MI	97	31	33	4
	MN	61	11	9	—
	MO	34	13	26	5
	MS	14	7	—	1
	MT	12	5	2	—
	NC	54	15	4	31
	NE	2	—	1	—
	NH	35	5	1	—
	NJ	239	7	167	4
	NV	3	—	1	—
	NY	26	—	—	7
	OH	108	23	14	3
	OK	11	4	—	4
	OR	8	4	5	1
	PA	63	7	7	4
	RI	5	—	3	11
	SC	4	11	10	2
	TN	1	—	—	—
	TX	189	52	19	4
	UT	1	1	—	1
	VA	54	3	37	3
	VT	99	18	10	5
	WA	4	8	1	5
	WI	61	16	2	1
	WV	12	5	—	—
	WY	—	1	--	—
Total		**2,509**	**430**	**790**	**224**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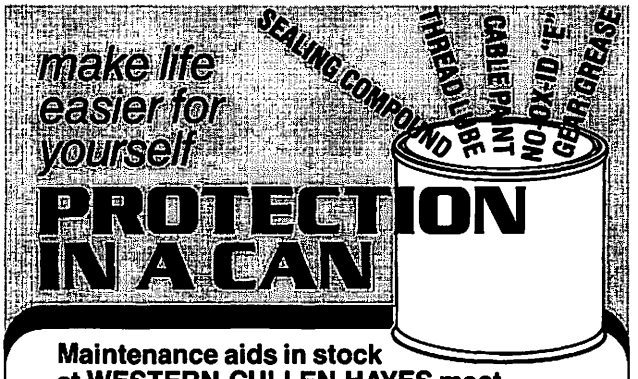

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Teaching at the Toronto training session for local chairmen of the Canadian general committee are (left to right): E. G. Abbot, executive secretary, Canadian Railway Labour Association; Roger E. McCaughan, BofRS grand lodge representative & general chairman; John E. Platt, BofRS vice president; and Anthony G. Cunningham, general chairman & general secretary-treasurer.

Classroom style set-up provided room for notebooks and writing material. Shown here (front row, left to right) are: Robert E. Swan, local chairman, Burman Lodge 165; and D. C. Bayly, local chairman Central Lodge 124. In the second row are John Kutz, recording & financial secretary, Local 165; and Edward LaFranchise, local chairman, Victory Lodge 144. In the third row are James R. Dickson, local chairman, Northland National Lodge 204; and John Hendricks, local chairman, Local 204. In the fourth row are Ray S. Mills, local chairman, Queen City Lodge 122; and M. H. Ridsdale, local chairman, Algoma Lodge 189.

Writing a grievance was one of the practical assignments given at the Canadian general committee training session. Shown here in the first row (left to right) are Donald Bennett, first vice president, Queen City Lodge 122; and Robert Strachan, member of Local 122 representing the local chairman Murray Cookman who was unable to attend. In the second row are Ray Ayotte, local chairman, Young Pioneers Lodge 118; William O. Dufort, local chairman, Local 118; and Dennis A. McManus, local chairman, Citadel Lodge 205. In the third row are Jean Paul Gauthier, local chairman, Beaver Lodge 196; and John McCormick, local chairman, St. Charles Lodge 187. In the last row are Glen A. Bustard, local chairman, New Brunswick Lodge 184; and Charles J. Newlands, recording & financial secretary, W. J. Gillis Lodge 167.

Duty of fair representation was described by M. B. "Pete" Frye, BofRS vice president. Also, discussed by Frye for the Canadian local chairmen was a movie on arbitration of an insubordination case on a rapid transit company.

Canadian local chairmen attend two-day training sessions.

Under the sponsorship of the Canadian general committee, two training sessions were held for local chairmen in February and March of this year. The first two-day session was held in Winnipeg, Manitoba and the second session was held in Toronto, Ontario.

Twenty-six participated in these sessions which covered five basic topics: grievance procedure handling, railway negotiations, Canada Labour Code, investigations and arbitration. The material was developed by Vice President John E. Platt, General Chairmen Anthony G. Cunningham and Roger E. McCaughan. General help was given by Edward G. Abbot executive secretary of the Canadian Railway Labour Association. These four gentlemen were the instructors for these training sessions.

At the Toronto training session, Vice President Platt began the training by describing the duties of a local chairman and grievance procedure handling. A group discussion followed in which local chairmen asked questions and related experiences in these areas. Executive Secretary Ed Abbot of the CRLA participated in this discussion period.

John Platt described railway negotiations and the Canada

Instructors for the Winnipeg training session included (from left to right): Edward G. Abbot, executive secretary, Canadian Railway Labour Association; Roger E. McCaughan, BofRS grand lodge representative & general chairman; John E. Platt, BofRS vice president; and Anthony G. Cunningham, general chairman & general secretary-treasurer.

During an afternoon break at the Toronto meeting, several members gather to talk. Shown here listening to Ed LaFranchise local chairman, local 144, with back to camera are: (left to right) Roger McCaughan, general chairman; Charles Newlands, local chairman, local 167; John Platt, vice president; John Kutz, recording & financial secretary, local 165; and Des Bayly, local chairman, local 124.

Grievance preparation was one of the assignments for local chairmen attending the Winnepeg, Manitoba session. In the front (left to right) are: Victor Matity, local chairman, Saskatchewan Lodge 203; Arthur Willis, local chairman, Winnipeg Centre Lodge 12; and William P. Rodway, local chairman, Local 203. In the second row are Donald G. Jennings, local chairman, Foothills Lodge 125; and Ronald E. York, local chairman, Cariboo Lodge 192.

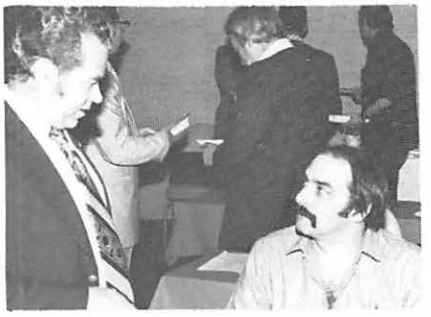
Grievance handling was discussed at the Winnipeg training session. Shown here (left to right) are: in the front row — Victor Matity, local 203; Art Willis, local 12; and Bill Rodway, local 203. In the back row are: Edward J. Smith, local chairman, Cariboo Lodge 192; Don Jennings, local 125; and Ron York, local 192.

Interested in the discussion at the Winnipeg meeting are (left to right): Harry Tracz, local chairman, Edmonton Lodge 202; John Goda, local chairman, Winnipeg Centre Lodge 12; and Richard Law, local chairman, local 12.

Chatting during a break at Toronto are (from the left): John McCormick, local 187; Ed LaFranchise, local 144; and Jean Gauthier, local 196.

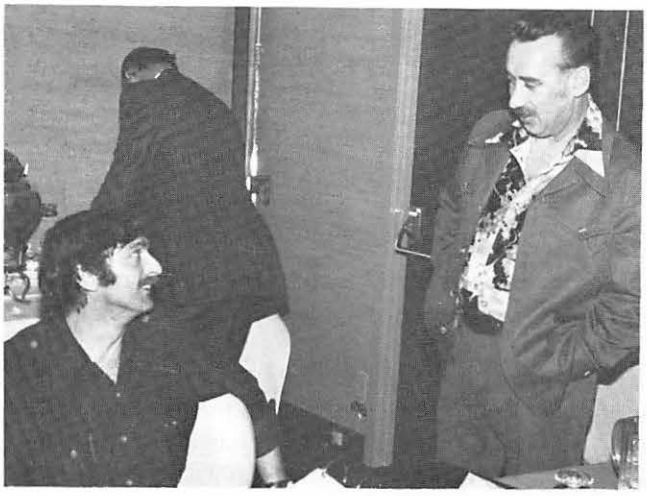
Listening intently is Dennis McManus (left) of local 205 to Des Bayly of local 124.

Coffee break finds Pete Frye, BofRS vice president, talking to John Kutz (right) of Burman Lodge 165.



During a break, Roger McCaughan (left) general chairman, talks with Ray Ayotte, local chairman of Young Pioneers Lodge 118.

Coffee break time found Bob Swan (left) of local 165 talking with Jim Dickson of local 204.



Talking up the glories of Jackman, Maine is Glen Bustard (left) to Charles Newlands, local 167.

Queen City members take a water break. Don Bennett (left) and Bob Strachan are from local 122.

Fair representation was one of the topics discussed by M. B. Frye, vice president from Grand Lodge.

Writing gets the attention here as Tony Cunningham (left) general chairman, works under the watchful eyes of John McCormick (center) of local 187 and John Hendricks of local 204.

Labour Code. Considerable discussion followed at the Toronto session with Ed Abbot relating specifics from his considerable experience with the Canadian Railway Labour Association. There was a one-hour session in writing a specific grievance by the local chairmen. This practical work session was supervised by Tony Cunningham and Roger McCaughan.

On the second day, one of the major topics was the role and responsibilities of a local chairman called upon to represent a member at a company investigation. Following an instructional session, a group discussion was held with everyone participating. Abbot and Platt related specific cases from the wealth of their practical experiences.

Also, a group discussion took place covering the written assignment of preparing a specific grievance.

A review of joint agreements by John Platt, covered items of job security, weekly indemnity, dental plan and medicare allowance.

Ed Abbot moderated an open panel discussion of the concerns of local representatives and covered a wide range of subjects brought up by the local chairmen.

A highlight of the Toronto training session was an afternoon visit by the local chairmen to the Mississauga railway accident inquiry into the causes and contributing factors of a CP Rail freight train derailment on November 10, 1979. As a result of the derailment, most of the population — some 250,000 — of Mississauga, Ontario had to be evacuated because of the escape of dangerous chemicals and gases from smashed tank cars.

When the Canadian local chairmen attended the hearing, the engineer of the freight train testified as to events leading up to the derailment in the suburb just west of Toronto.

Vice President John Platt of the Signalmen will be presenting testimony at the hearing. His statement will be printed in The Signalman's Journal.

Platt explains Canadian COLA

April 1, 1980

Dear Sirs and Brothers:

By this time our members have received their first lump sum cost of living payment produced by the "COLA" Clause.

There was, and still is, a lot of confusion and misunderstanding of the COLA, understandably so, because the formula on which it is based is a complicated one, difficult to explain without going into equally complicated statistical calculations.

The main thing to understand, is that the intent of the formula is to make sure our members receive over and above the rise in the cost of living, a 2% increase in their real income, regardless of the amount of the annual increase. In 1979, for example, they received the equivalent of a 10% wage increase though it was averaged out and paid in cents per hour. The rise in the cost of living in 1979 averaged 9.1% so it was necessary, in order to produce a 2% increase in real income, for the COLA Clause to deliver another 1.1%. This in effect, is what it did with the 6.7 cents an hour, retroactive to the beginning of 1979 representing, on average, the required 1.1% extra.

The wage increase for 1980 works out to an average of 8% and the 1981 increase will also be 8%. In each of these years, the COLA will be triggered after the cost of living index surpasses 6%.

With most economists predicting an inflation rate of 11% this year, the COLA will offset that jump in living costs by producing the equivalent of an additional payment of 5% so that the total pay increase will add up to 13%.

In 1980, if inflation does hit 11% it would trigger a COLA payment at this time next year of about 30 cents an hour, or a lump sum of more than $600, based on 40 hours work per week. Those who worked overtime, of course, receive proportionally more.

If the same inflation trends persist in 1981, the COLA will produce the same amount; then at the end of 1981, the entire three year COLA increase (over 66 cents an hour) will be folded into the basic rates prior to the next contract increases.

Of course, this is just an example of what could happen if inflation does increase by 22% in the next two years. If it doesn't go up that much, or if it goes even higher, then the actual COLA payments will go up or down accordingly, but the end result will assure that our members keep pace with the increases in the cost of living and receive a real increase in pay over the term of the contract. The COLA is one of the best in the country. At the projected inflation rate of 11%, it will cost the railways an estimated additional $200 million by the end of the three year agreement.

The challenge at the 1982 round of bargaining, will be to preserve the present COLA formula against almost certain attempts by the companies to weaken it, or get rid of it altogether.

Fraternally yours,
/s/**John E. Platt,**
Vice-President.

le ler avril 1980

Chers messieurs et confrères

Au moment où vous recevrez cette lettre, nos membres auront reçu le paiement forfaitaire de vie chère engendré par la clause COLA.

Nous pouvons comprendre qu'il y ait eu et qu'il existe encore de la confusion au sujet de la clause COLA, parce que la formule sur laquelle elle est fondée est très compliquée et qu'il est difficile de l'expliquer sans avoir recours à des calculs statistiques tout aussi compliqués.

La principale chose à retenir, c'est que le but de la formule est de voir à ce que nos membres reçoivent plus que la hausse du coût de la vie, une augmentation de 2 p.cent de leur revenu réel, quel que soit le montant de la hausse salariale annuelle. Ainsi, par exemple, les membres ont reçu en 1979 l'équivalent d'une hausse salariale de 10 p.cent, bien qu'elle ait été échelonnée et versée en cents par heure. La hausse du coût de la vie en 1979 a été en moyenne de 1.9 p.cent et it fut donc nécessaire, pour produire une augmentation de 2 p. cent du revenu réel, que la clause COLA produise un autre 1.1 p.cent. C'est bien ce qu'elle a fait avec les 6.7 cents par heure, rétroactifs au début de 1979, et représentant en moyenne le 1.1 p.cent nécessaire.

L'augmentation de salaire pour 1980 donne une moyenne de 8 p.cent, et celle de 1981 sera également de 8 p.cent. Dans chacune de ces années, la clause COLA entrera en vigueur dès que l'indice du coût de la vie aura dépassé 6 p.cent.

Comme la plupart des économistes prédisent un taux d'inflation de 11 p.cent pour cette année, la clause COLA contrebalancera cette hausse du coût de la vie en produisant l'équivalent d'un paiement additionnel de 5 p.cent, avec le résultat que l'augmentation salariale totale sera de 13 p.cent.

Si le taux d'inflation atteint les 11 p.cent en 1980, il

en résultera à le même période de l'an prochain un paiement COLA d'environ 30 cents l'heure, ou un paiement forfaitaire de $600, sur la base d'une semaine de 40 heures. Ceux qui ont travaillé en surtemps recevront naturellement plus.

Si la tendance inflationnaire est la même en 1981, la clause COLA produira le même montant puis, à la fin de 1981, le total de l'augmentation COLA pour les trois ans (plus de 66 cents l'heure) sera incorporé à l'échelle de salaire de base avant que les augmentations de prochain contrat ne soient calculées.

Il ne s'agit là, naturellement, que d'un exemple de ce qui pourrait se produite si l'inflation augmente de 22 p.cent au cours des deux prochaines années. Si elle n'atteint pas ce chiffre, ou si elle le dépasse, les paiements COLA seront ajustés en conséquence, mais il en résultera que nos membres garderont le pas sur le coût de la vie et qu'ils recevront une augmentation réelle de salaire pour la durée du contrat. Notre clause COLA est l'une des meilleures au pays. Au taux attendu d'inflation de 11 p.cent, les chemins de fer auront déboursé une somme additionnelle de $200 millions au terme de l'entente de trois ans.

Le défi qu'il faudra relever dans la ronde de négociations de 1982 sera de protéger la formule COLA actuelle contre les tentatives qui seront certainement faites par les compagnies en vue de la diminuer et même de l'abolir.

Fraternellement vôtre,
/s/**John E. Platt,**
Vice-president

Signalmen set regional meet for June 7

A regional meeting will be held in Philadelphia, PA on Saturday June 7, 1980. It will begin at 9 am in the Philadelphia Sheraton at 1725 J. F. Kennedy Blvd.

Grand Lodge officers, representatives of Travelers, Provident and AEtna insurance companies and the Railroad Retirement Board will speak. A lunch and social hour will be sponsored by Federal Employers Liability Act attorneys.

SIGNAL SYSTEM MAINTENANCE SUPERINTENDENT

Position carries full responsibility for maintenance of the track and signal system for San Francisco's exciting new Muni Metro.

This special employment opportunity in San Francisco's unique new subway system offers a salary range of $1,027 biweekly to $1,243 biweekly.

For information, contact the Personnel Department, San Francisco Municipal Railway, 901 Presidio Ave., San Francisco, CA 94115. Equal opportunity employer.

Crossing safety meet set for June

Accidents at rail-highway crossings in the U.S. in 1978 totaled 12,435, up 1% from the previous year. According to the Federal Railroad Administration, 1,021 people were killed in these accidents in 1978, an 8% increase over the 1977.

How to improve safety at these crossings will be discussed at the 1980 National Rail-Highway Crossing Safety Conference to be held June 17-19 at the Hyatt-Regency Hotel in Knoxville, TN.

Supporting the theme of "Present Programs and Future Directions" will be experts from national, state and local levels including legislators, government officials, law enforcement officers, educators, union officials, railroad company executives and the railroad supply industry officials.

Six sessions of the Conference will focus on: (1) national views of crossing safety; (2) administrative and legal concerns; (3) coordinated planning and project scheduling; (4) community relations; (5) driver considerations; and (6) present programs and future directions.

In addition, four workshop sessions will deal with the U.S. Department of Transportation handbooks, Operation Lifesaver programs, hazard predictions at crossings, and legal/liability concerns.

Among the sponsoring organizations are the Federal Railroad Administration, the Federal Highway Administration, The Association of American Railroads, the Railway Progress Institute, the National Safety Council, the Transportation Research Board, and the Transportation Center of the University of Tennessee.

Registration cost of the 3-day conference will be $60. More details will be published later.

News from Washington

By Michael Marsh

Rep. James Florio (D., N.J.) wants to put most of his railroad "eggs" for 1980 in one basket. Florio, an active and effective legislator, heads the House transportation subcommittee. Together with that panel's senior Republican, Rep. Edward Madigan (Ill.), Florio introduced the "Rail Act of 1980" back in mid-February.

This bill has been cited in the press as a railroad deregulation bill. It makes important changes in the procedures for setting rail freight rates. These aim at a freer and — in Florio's view — more rational kind of rate-setting than we've had up to now.

The Florio-Madigan bill also, however, includes key provisions relating to rail abandonments, labor protections in case of abandonment or restructuring of rail lines, and federal loans to promote "manpower effectiveness" on the railroads.

In addition, Florio left four empty slots in the original version of his bill. These slots he hoped to fill later with provisions dealing with (1) railroad cooperation with Amtrak, (2) financial strengthening of the Railroad Retirement System, (3) continued financing of Conrail labor protections, and (4) restructuring of Conrail.

By filling these slots in the bill with appropriate provisions — preferably on a consensus basis — Florio and Madigan might be able to combine all the big railroad legislative issues of 1980 together in one measure. In an election year, when members of Congress are much distracted by politics, this "one big basket" approach could be the only way to get action on all the issues.

Building on the grim experience of the Milwaukee Road and Rock Island cases, the original version of the Florio-Madigan bill offers an innovative approach to the problems of rail abandonments. Key provisions include:

- Within two years, any Class I railroad may convey free to the U.S. Department of Transportation any part of its line that carried less than five million tons of traffic during 1978.
- If this happens, the DOT shall first offer the rail line to the state or states that it's in. If this doesn't work, it may be offered to a state-approved group of shippers. If that doesn't work, after three years the line shall be transferred "into a rail bank program."
- On any other abandonment, for the next three years, a railroad must first get permission from the Interstate Commerce Commission (or, if the line is within one state, from the appropriate state authority). The bill sets out strict criteria for the ICC to follow in determining whether "public convenience and necessity" permit such abandonment.
- If the ICC does approve such abandonment, it shall order the carrier to provide employee protective provisions at least as beneficial as those under other provisions of law.

A further section of the Florio-Madigan bill offers federal loans to railroads for "restructuring assistance," including "related labor protection costs."

Another section of the bill offers federal loans to any Class I railroad to cover "up to 100% of such railroad's payments to any eligible employee or former employee to whom the railroad is obligated to make payment under a labor-management agreement which results in a significant change in railroad operating practices or work rules and which the Secretary (of Transportation) determines will significantly improve manpower effectiveness."

Half of Amtrak's ridership and 36% of its revenues come from the Northeast Corridor running between Washington-New York-Boston. Both figures are expected to soar over the next five years, Amtrak President Alan Boyd has told Rep. Florio's subcommittee.

Already, Boyd said, the NEC is "the centerpiece of our current system." Clearly it will be even more so if the future projections come to pass. Boyd cited these facts and figures in a plea to Congress to boost the money for the NEC improvement project by $750 million, as asked by the Carter Administration.

That would make the total outlay for this massive NEC upgrading reach $2.5 billion. The upgrading, now being actively pressed, is due for completion in 1984. By then, the corridor is slated to provide much swifter, smoother rides. Moreover, electrification of the whole corridor will be undertaken. The line between Boston and New Haven, Conn. is not now electrified.

Amtrak's estimates for future NEC traffic, as cited by Boyd, show a jump from 11,000,000 passengers in 1980 to 18,700,000 in 1984. Revenues are projected to rise from $119.3 million in 1980 to $298.8 million in 1984. Number of trains per day is expected to increase from 25 in 1980 to 30 in 1981 and to 36 in 1982 and beyond.

The NEC upgrading, Boyd said, will not only provide many jobs but convenient travel service. The project's completion, he said, will also bring "reductions in traffic congestion, reduced air pollution — because the Corridor will be totally electrified — and an economic spur for inner city revitalization efforts."

Most railroads don't train

Signal Training Bulletin

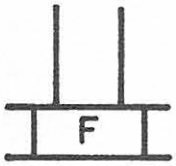
COMMITTEE G: Education & Training
Communication & Signal Division, AAR

C-11 Flasher Relays

Approved October 1973

Definition: Flasher relay: A relay so designed that, when energized its contacts open and close at predetermined intervals.

Symbol:



Description: The flasher relay shown in Figure 1(a) consists of either 2N-2R or 4N-4R lamp contacts, rated at 5 amperes per contact. All contacts are made of a special alloy material with non-sticking characteristics.

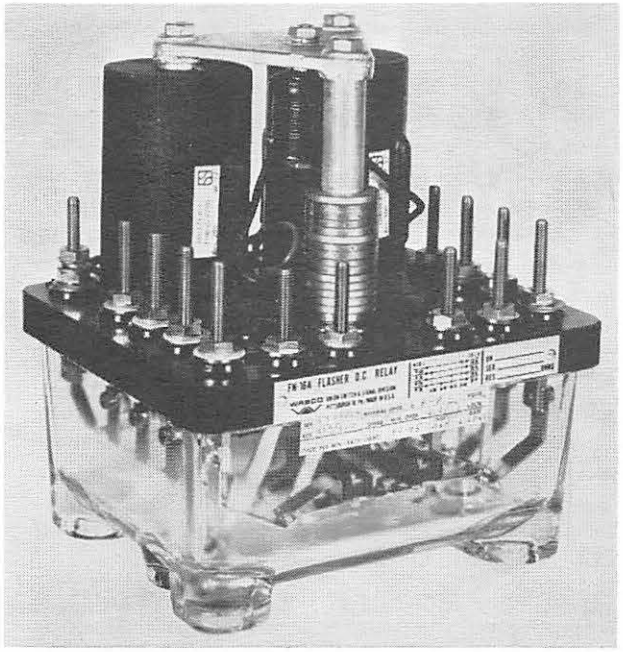


Figure 1 (a)

The relay operating mechanism is enclosed and sealed in a one-piece glass case which provides a view of all vital internal parts. Terminal connections are shown on the name plate attached to the front of the relay. Relay coils

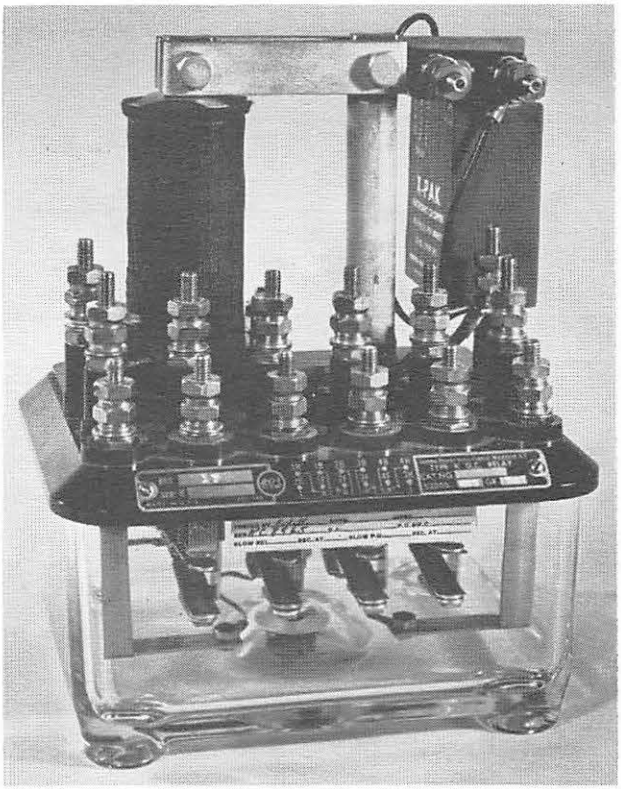


Figure 1 (b)

are placed outside of the case. Copper washers, located on the common core, may be added to or subtracted from to adjust flasher timing without breaking the relay seal.

The armature is biased by a counterweight so that one-half of the lamp contacts are normally closed when the relay is de-energized. Thus, in highway crossing signal installations, if for some reason the relay fails to operate, one steady red indication will be displayed by each signal.

The flasher relay equipped with solid state controller as shown in Figure 1 (b) is a neutral relay equipped with a single operating coil for rapid pickup, and four dependent, front-back, heavy-duty, nonfusing lamp-control contacts. Equal front and back contact pressure is maintained while the relay is in operation; full back contact pressure is maintained while relay is inoperative to provide for a steady red indication to be displayed by each signal if the relay is not operating.

The relay contacts are enclosed in a one-piece glass

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case which provides view. Terminal connections are shown on the name plate attached to the front of the relay. The relay coil and solid state controller are placed outside of the case.

The solid state controller drives its associated neutral relay at a constant rate of 40 to 45 flashes per minute so therefore provides no means for manual adjustment.

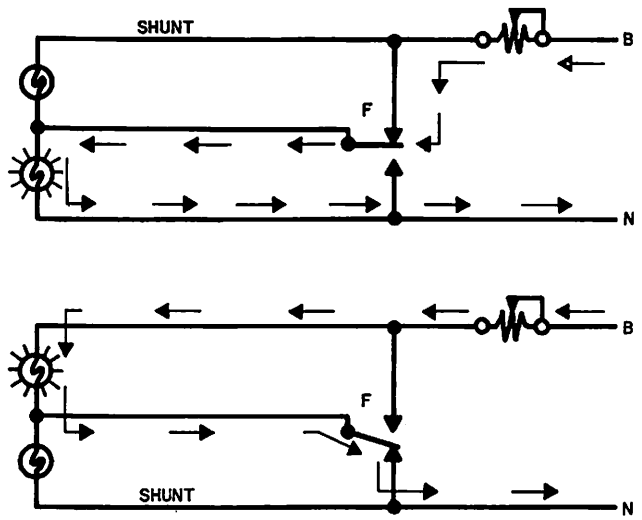

Figure 2 (a) illustrates a shunt type circuit for a light. Arrows indicate current flow.

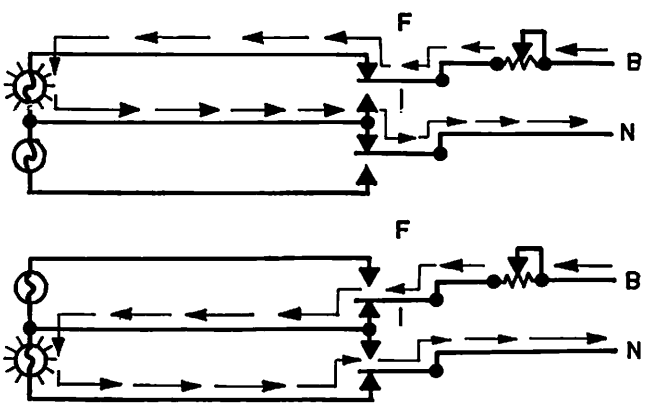

Figure 2 (b) illustrates a make and break type circuit for a light. Arrows indicate current flow.

Purpose and Application: Flasher relays are used for the operation of highway grade crossing lights and for providing flashing aspects of wayside signals, control board lamps, etc. They should be adjusted to give not less than 30 nor more than 45 operations per minute for crossing signals and 45 to 75 operations per minute for wayside signals and control boards.

Flasher relays can be used either for shunt control or for make and break control of lamp circuits. The shunt control of lamp circuits results in a longer life of contacts, and therefore is the type normally recommended and used.

General Information: The flasher relay, like all vital relays, is sealed. Therefore, with the exception of normal visual inspection, it requires little field maintenance. One test, peculiar to the flasher, is a periodic check of the number of flashes per minute. This test is conducted by authorized personnel and the frequency at which the test is performed is in accordance with the individual railroad instructions. The flasher relay shown in Figure 1(a) has provision for adjusting the flasher rate, externally. This adjustment for the relay in the field involves adding or removing copper washers on the common core. When washers are removed the flasher rate is increased. When washers are added the flasher rate is decreased.

The solid state controller drives its associated neutral relay at a constant rate of 40 to 45 flashes per minute through a voltage range of 8 to 16 volts dc. The solid state controller establishes and maintains this flashing rate, holding a practically constant ratio of on-off time. The flashing rate is determined solely by the circuit constants of the solid state controller and is not affected by the relay.

Detailed Operation: The relay, illustrated in Figure 3, operates in the following manner. Core C serves as a common path for the flux produced alternately by the coils A1 and B1. The armature is centrally pivoted so that it can oscillate between the two pole pieces to open and close the contacts. The armature, once the relay is de-energized, returns to its normal position by means of the counterweight. With the armature in its normal position, control contact Y1 is closed, shunting coil A1. All wiring for contacts Y1 and Y2 is internal and there is no need or provision made for external connections.

When energy is applied to the coil circuit, the current in coil B1 sets up a flux in the magnetic circuit comprised of core B, backstraps, common core C, and the armature.

This results in the armature being attracted to the pole piece of core B, thereby opening contact Y1 which removes the shunt from coil A1 and closing contact Y2 which applies a shunt to coil B1. The resultant current in coil A1 sets up flux in the magnetic circuit comprised of core A, backstrap, common core C and the armature, so that the armature is then attracted to the pole piece of core A. Thus the armature is caused to oscillate between the pole pieces of core A and core B and provide the desired timing intervals for flashing of the signal lamps.

The alternate shunting of the coils by the contacts and rectifier and the presence of the copper washers on core C tend to retard the changes of flux in the magnetic circuit and therefore tend to decrease the rate of armature oscillation. Hence, increasing the number of copper washers on core C decreases the rate of oscillation, while decreasing the number of washers on core C produces an increase in the rate of oscillation. This arrangement provides a simple effective means for field forces to control the flasher rate within the limits specified by the AAR. In addition, an adjustable magnetic shunt bar is

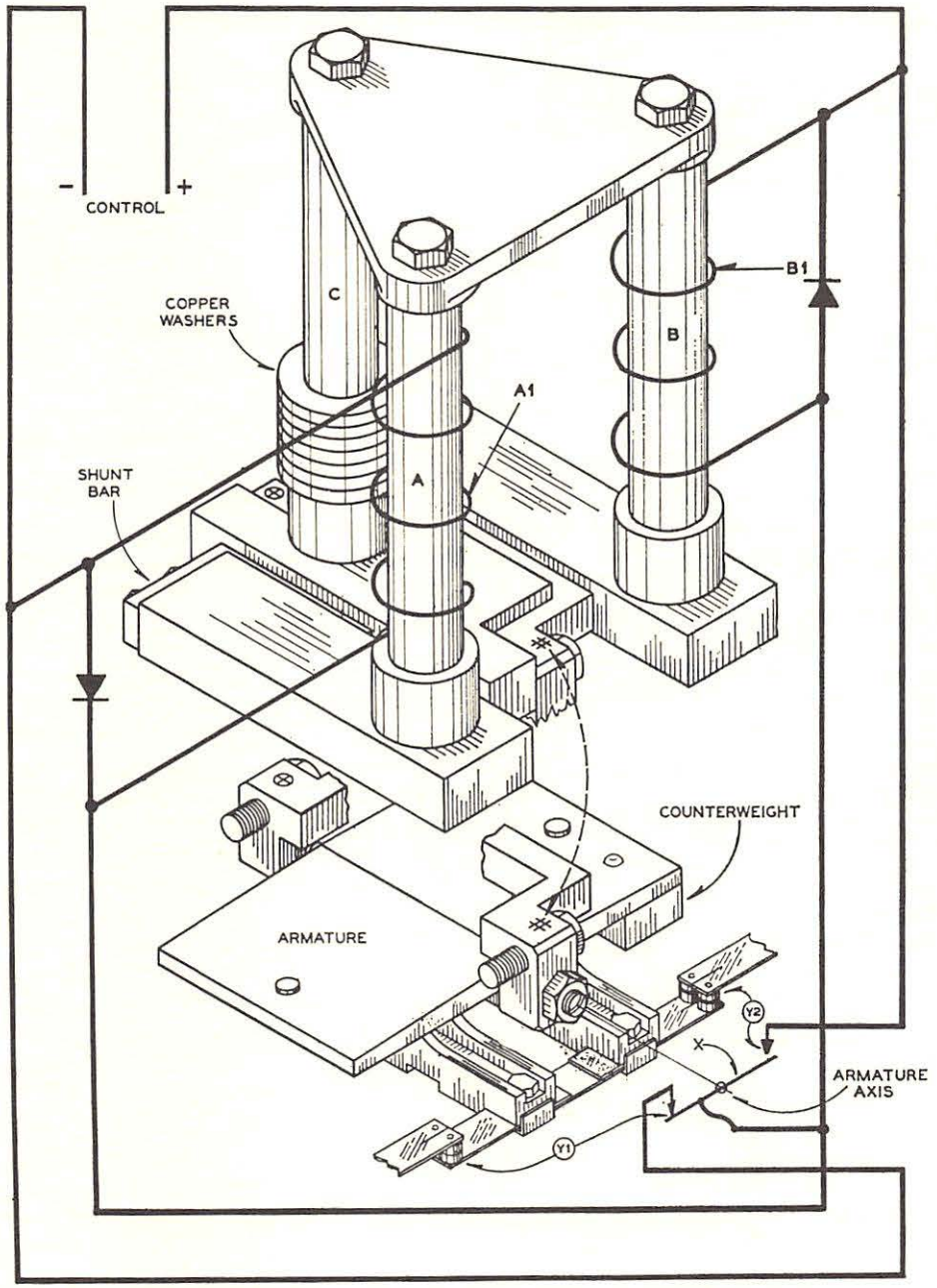

Figure 3

provided to permit shop forces to regulate the armature oscillating period so that on time for both normal and reverse lamp contacts is obtained.

The rectifier mounted on the backstrap of the relay also suppresses radio interference which is created by the opening and closing of the operating contacts.

Figure 4 shows the wiring connections for another type relay and solid state controller combination. The solid state controller includes an internal current limiting resistor with three external terminations to provide the correct operating current to the relay.

The solid state controller flasher may be operated

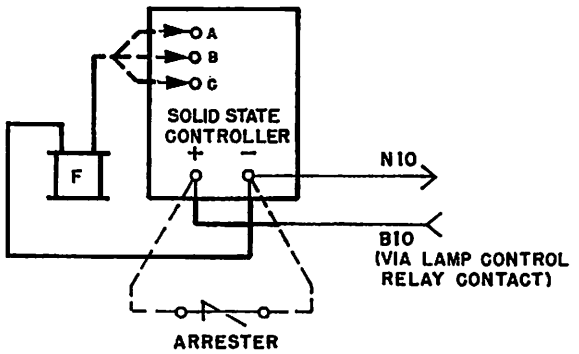

Figure 4

from full wave rectified energy. However, to ensure stable performance, an independent energy source is required that has a ripple of less than one volt. The solid state controller drives the neutral relay which is equipped with a single operating coil for rapid pickup. Four dependent, front-back, heavy duty, lamp control contacts are nonfusing. Equal front and back contact pressure is maintained while the relay is in operation. Full back contact pressure is maintained while the relay is inoperative. Two input terminals provide a means of mechanically mounting and electrically coupling the solid state controller to the relay.

When operating at 8 to 10 volts, the relay coil should be connected to terminal A of the solid state controller; at 10 to 12 volts, the coil should be connected to terminal B; at 12 to 16 volts, the coil should be connected to terminal C.

Notes

Product News

their operating employees adequately to deal with emergencies following accidents, according to the National Transportation Safety Board.

In a recent study of key rail accidents over the past decade, the NTSB found "little or no overall improvement" in emergency procedures. The Board repeated its 1976 recommendation that the railroads be required to train and test their employees in systematic emergency procedures. Action on this would be up to the Federal Railroad Administration.

Existing carrier rules for emergencies are often vague, the NTSB noted. "Rules that require 'employees to function intelligently and efficiently', 'use good judgment', or 'unite to protect the property' provide no guidance to the employee facing the emergency," the Board stated.

Where the rules do order specific emergency procedures, they fail to specify what to do first, the Board found. When no priorities are given, "all steps apparently must be accomplished simultaneously," the report tartly observed.

"Accident experience has demonstrated that a successful response to an emergency depends on having thoroughly developed contingency plans and employees trained to fulfill them," the Board said.

It praised the Southern Railway's emergency response plan with its "systems analysis approach" to identifying hazards. Also praised were the emergency procedures of the Long Island Rail Road. These illustrate, the Board said, that "preplanning is a feasible and logical approach to handling emergencies."

Presence detector handles wide range of speeds

A new GRS wheel presence detector for car classification yards and low speed mainlines detects wheels within a limited range of about six inches at speeds down to zero miles per hour. The system is comprised of two units — an encapsulated magnetic detection unit attached to the rail, and a supporting electronic unit housed in a nearby foundation-mounted junction box.

The detector uses high-reliability parts and emits only one detection signal for each wheel. The electronic circuit board unit can be ordered in two varieties — one that provides an output simulating a relay contact closure, and the second providing a voltage pulse output. An indication also is provided if the magnetic unit becomes detached from the rail.

The electronic unit is capable of driving the detection pulse through one mile of cable. The system requires power from a standard 12 volt d-c battery, and operates in a standard AAR temperature range of −40 to +70C.

For more information write Dept. AD, General Railway Signal Co., Post Office Box 600, Rochester, NY 14602.

Microprocessor provides ctc control office logic

A new centralized traffic control (CTC) office control system called MICRO-700 is designed for use in the new ctc office installations and for replacing existing non-vital relay office control systems.

Fourth generation computer technology "microprocessor chips" have been utilized by US&S in developing this compact, modular, easily maintained system, which can be housed in a standard 19″ x 14″ card file. The design emphasizes microprocessor based boards, each dedicated to a unique task such as code, keyboard, display, and maintenance. Communication between the controllers is accomplished by way of a high-speed data bus.

A basic MICRO-700 ctc office control system can be configured with just a minimum of four printed circuit boards. A single MICRO-700, fully expanded, can handle up to 255 field stations. Additional expansion is achieved via a bus link between two or more MICRO-700 systems.

For more information, write Union Switch & Signal Division, Wabco, Swissvale, PA 15218.

From the Secretary-Treasurer

Current connection explanation reported by W. D. Best

Under the Railroad Retirement Act, a "current connection with the railroad industry" is one of the requirements for supplemental annuities and occupational disability annuities. It could also enable an employee to meet certain dual benefit vesting requirements. In addition, a current connection is one of the criteria for determining whether the U.S. Railroad Retirement Board or the Social Security Administration has jurisdiction over the payment of benefits to the survivors of a railroad employee. The general purpose of the current connection requirement is to reserve these particular benefits for employees whose last regular employment before retirement or death was in the railroad industry.

The following questions and answers describe how a current connection is determined.

(1) How is a current connection determined?

An employee has a current connection if he worked for a railroad in at least 12 of the last 30 consecutive months before his regular railroad retirement annuity begins or before his death.

An employee may establish a current connection on the basis of an earlier 30-consecutive-month period which includes 12 months of railroad service, but only if he had no regular non-railroad employment following that 30-month period. Work outside the railroad industry following the 30-month period may break an employee's current connection.

(2) What types of work could break an employee's current connection?

Full or part-time work for a non-railroad employer, following the 30-month period but before the employee's annuity begins, could break an employee's current connection. Work in at least two consecutive years and earnings of at least $1,000 in a year could break a current connection. However, if the time after the 30-month period is shorter, work in every month or earnings of at least $200 in any three months could break the current connection. In an extreme case, work in only one month following the 30-month period could break an employee's current connection.

Federal employment with the Department of Transportation,

For United States residents only:

Form ML-1 Rev. 10/79

Please let us know your present address? If the mailing label on this issue of The Signalman's Journal does not agree with your present address, please tell us by filling out the form below, pasting or taping the old label in the space provided and mail the entire coupon to:

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the National Mediation Board, the Interstate Commerce Commission or the Railroad Retirement Board will not break a current connection.

Self-employment in an unincorporated business generally does not break an employee's current connection. However, the Board considers other factors in addition to incorporation so any current connection determination involving self-employment is made on an individual basis.

(3) I worked for a railroad in each month of 1978 until the end of December 1978 when I was laid off. Since that time I've worked for a non-railroad employer. If I do not return to railroad work, how long will I retain my current connection?

Your most recent 30-month period including 12 months of railroad service begins with January 1978. Therefore, you will retain your current connection through June 1980, when the 30-month period ends. Non-railroad employment after June 1980 could break your current connection.

(4) I left my railroad job 5 years ago after 15 years of railroad work. Since that time I have worked in a non-railroad job. Do I still have a current connection?

No. The most recent 30-month period which includes 12 months of railroad service ended over 3 years ago. Because you have worked regularly outside the railroad industry since that time, you no longer have a current connection. HOWEVER, SINCE THE BASIC SERVICE REQUIREMENT FOR A REGULAR RAILROAD RETIREMENT ANNUITY IS 120 MONTHS (10 YEARS) OF RAILROAD SERVICE, YOU WILL STILL QUALIFY FOR A REGULAR RAILROAD RETIREMENT ANNUITY AT AGE 62 OR EARLIER IF YOU BECOME TOTALLY AND PERMANENTLY DISABLED.

(5) I recently retired directly from my railroad job and was awarded regular and supplemental railroad retirement annuities. I am considering taking a part-time non-railroad job to supplement my retirement income. Could I break my current connection if I did that?

No. An employee who has a current connection when his regular railroad retirement annuity begins retains it permanently.

(6) I have been receiving railroad unemployment benefits since I was laid off almost two years ago after many years of continuous railroad service. Would I have a current connection if I retired now?

Yes, if you have not worked outside the railroad industry since you were laid off, you would still have a current connection.

(7) Why is it advantageous to an employee's family for survivor benefits to be payable by the Railroad Retirement Board rather than the Social Security Administration?

Monthly survivor benefits are 30% greater if payable by the Board rather than the Social Security Administration.

Survivor benefits for the families of railroad employees are based on combined railroad retirement and social security credits and paid by either the Board or the Social Security Administration, but not by both. This is true even if the deceased employee had received both railroad retirement and social security benefits during his lifetime. The Board has jurisdiction over the family's survivor benefits if the employee had at least 10 years of railroad service and a current connection at the time of retirement or death. Otherwise, the Social Security Administration has jurisdiction over the survivor benefits.

(8) How could a current connection affect dual benefit payments?

Under the Railroad Retirement Act of 1974, the amount of any social security benefits awarded a railroad retirement annuitant is subtracted from the part of his annuity which is based on combined railroad retirement and social security credits. However, this reduction may be partially restored if the employee was insured for both railroad retirement and social security benefits before 1975 and meets certain other requirements. A current connection is one means of satisfying these other requirements.

taurus

April 20 - May 20

The practical, determined, acquisitive Taurean loves comfort, pleasure and beautiful things. You strive to possess whatever fulfills these needs. Your sound financial sense tells you that the practical way to save for the good things of life is with U.S. Savings Bonds through Payroll Savings.

Brother Doug Bestol, left, and his wife Joyce, make up a signal line drop near Falls City, NE, on the Nebraska Division of the BN.

BN couple do signal work

A. D. "Doug" Bestol and his wife, Joyce, are enjoying a new togetherness as part of a signal crew on the Burlington Northern. They were married on January 14, 1980. Brother Bestol is a signalman and his wife, Sister Bestol, is an assistant signal person. Their foreman, Lee W. Krouse, reports he would like to see more husband and wife teams in his crew. Members of Lincoln Lodge 119, the Bestol's have earned the best wishes from the officers and members of the local.

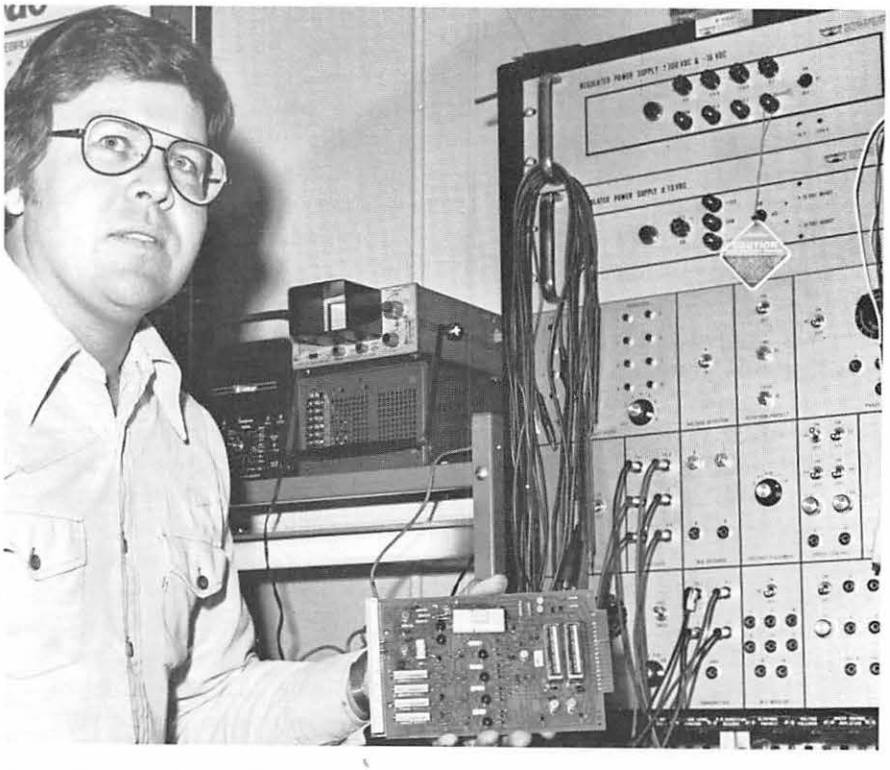
Brother Bestol began work on BN on April 18, 1977 and his wife began work on September 18, 1978. Do they have plans for the future? How about adjoining maintenance districts? These questions were asked by some members of Local 119. In any case, the Bestol's enjoy working together as the photograph shows.

MP technician saves rr money

At Missouri Pacific's Centennial Yard in Fort Worth, TX, Bob Boyette, retarder yard technician, has developed a speed control circuit board modification that costs only $1.00. It saves an estimated $275 monthly in electricity used by three air compressor motors.

Brother Boyette, a member of Fort Worth Lodge 141, decided that the speed control amplifier circuit board could be improved. The circuit boards electronically sense when to apply air to the car retarder and when to exhaust it as the freight car rolls through the retarder en route to the proper classification track in the yard. Two of these circuit boards are required for the master retarder and one is required for each group retarder. These circuit boards cost between $600 and $800 each, when new.

Master and group retarders are electro-pneumatic and receive compressed air from nearby tanks. Brother Boyette recognized a problem if excessive application and exhaustion of air could rapidly depleat the available air in the tanks. This would not only cause a slowdown in classification operations but might even cause a



Speed control amplifier circuit boards were modified by Brother Bob Boyette, retarder yard technician, at Mo Pac's Centennial Yard in Fort Worth. Brother Boyette shows one of the circuit boards which is modified to provide more efficient operation and conserve energy. Photo courtesy of Mo Pac News.

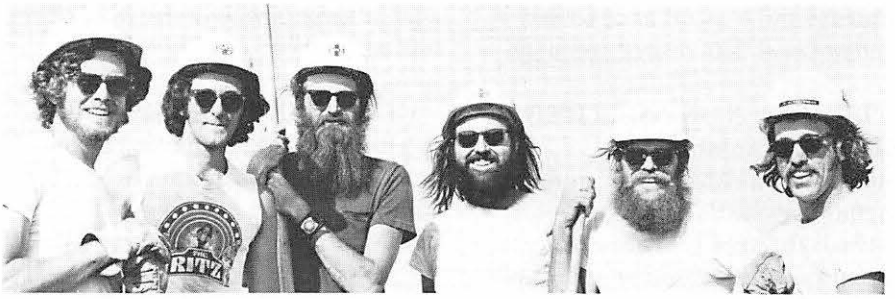
temporary stoppage until sufficient air pressure could be restored.

Brother Boyette's modification provides for greater control and accuracy of the exit speed of the freight cars through the retarders. Cost of the modification is less than $1 per board. "Not only do we have greater control over our operations," Boyette said, "but this modification also has resulted in energy savings due to the elimination of air being needlessly wasted. It cuts down on the volume of air being used which means a savings in the operation of the compressors run by three 150-hp electric motors. The cost of running each motor is estimated at $4 per hour. Therefore, we have an estimated savings per month on electricity of $275."

The modification, in addition to savings in energy consumption, will result in less wear in the main pivot points and air cylinders of the retarders and extends the life of the retarder control valves and associated relays.

Details of the circuit board modification have been given to the Alton & Southern at East St. Louis. The signal department has since made such changes in their yard equipment. Also, the circuit modification details have been given to the Union Switch & Signal for their incorporation into future computer control yards.

"Really, any product can be made more efficient, energy-wise," Boyette modestly remarked. "Energy savings have not been one of the main thoughts in the past but it's very important that we conserve today."



The Santa Fe signal crew was involved in the new Oklahoma City Yard to provide service to General Motor's new assembly plant. Taking a break from their work, the Santa Fe magazine camera caught the following from the left: Stanley E. Ward, student signalman; Gerald W. Breeden, and Arthur D. Allison, signalmen; William E. Norton, III, Rick A. Gary and Michael R. Testerman, student signalmen. These Brothers are members of Midwest Lodge 33.

Examining hotbox detector tapes on the Bessemer & Lake Erie are James A. Bush (left), signal maintainer, and Richard Marsh, dispatcher. B&LE has detectors at 6 locations with readouts in the dispatcher's office at Greenville, PA. Brother Bush, local chairman of Local Lodge 15, maintains the equipment at the dispatcher's location. The signal department of the B&LE has the responsibility for maintaining all the hotbox detector equipment. Photograph courtesy the Bessemer Bulletin.

CR signalmen get signals ok

Moving at approximately 10 mph, six coal cars of a ConRail freight train derailed at Oakland City, IN, on a Saturday morning. Although damage estimates were given for track and cars, no estimates were made for the signal system which had some instrument cases knocked off their foundations and damaged others. Brother J. P. Sparkman, local chairman of Indianapolis Lodge 42, and M. B. Logan, gang foreman, also a member of local 42, and his signal gang from Indianapolis got to the scene quickly and began repairing the signal system. Members of Brother Logan's gang included J. W. Murphy, Mark Stegar, Steve Ellis and Richard Carter. Testmen at the scene included Sam Christian and Wayne Cogdill. John Bowers, signal maintainer of Oakland City, IN, also assisted in making repairs to get the trains back in operation.

BROTHERHOOD OF RAILROAD SIGNALMEN: **Dorothy A. Himel,** secretary to the editor of The Signalman's

Journal and a member of Grand Lodge Local 200, retired recently.

BURLINGTON NORTHERN: **Louis S. Ivanish,** signal maintainer at Malta, MT and a member of St. Paul Lodge 87, has retired. **Burton T. Anderson,** ctc maintainer, at Litchfield, MN and **Lester I. Paulson,** ctc maintainer at Stanley, ND have retired. Brothers Anderson and Paulson are members of Great Northern Lodge 154. **Franklin A. Kramer,** signal maintainer at La Crosse, WI and **Loren M. Lambert,** signal inspector at Brookfield, MO have retired. Brothers Kramer and Lambert are members of Aurora Galesburg Lodge 103. **Charles E. Cram,** signal maintainer at Kelso, WA and **Henry Willms,** signal foreman at Everett, WA have retired. Brothers Cram and Willms are members of Vancouver Lodge 188.

CHESAPEAKE & OHIO: **James Billie Rollison,** signal maintainer on the Clifton Forge seniority district, and **Edgar Thornton Adkins,** signal maintainer on the Hinton seniority district, have retired. Brothers Rollison and Atkins are members of Clifton Forge Lodge 89. **Robert L. Johnson,** signal maintainer on the Chesapeake district Chicago, retired after 34 years of service. **William Henry Wolfe,** signal maintainer of the Cincinnati seniority district, has retired. Brothers Johnson and Wolfe are members of Gateway Lodge 135.

CHICAGO & NORTH WESTERN: **Fred J. Vaughan,** signal maintainer after 33 years of service and a member of Maple Leaf Lodge 98, has retired. **Robert P. Victorine,** division signal foreman and a member of local lodge 130, has retired.

CHICAGO & WESTERN INDIANA: **Kennth W. Byers,** signal maintainer at Chicago and a member of Noble Lodge 3, has retired.

CLINCHFIELD: **Russell Whitson,** signal, communications and electrical maintainer at Erwin, TN and a member of Townsend Lodge 198, has retired.

CONRAIL: **Albert C. Fredericks** and **Harold Kampf, Jr.,** members of former McAdoo Lodge 54, have retired. Brother Fredericks is a resident of Hazlet, NJ and Brother Kampf is a resident of Monmouth Beach, NJ. **Perle R. Krimblebine,** a resident of Kenton, OH and a member of Dayton Lodge 52, has retired.

DELAWARE & HUDSON: **Gordon S. Bartholomew,** signal maintainer at Fort Edward, NY and a member of Local Lodge 147, has retired. Brother Bartholomew has been active in Brotherhood affairs and has served as chief signalman, recording and financial secretary and local chairman.

FRISCO: **G. L. Kizer,** signal foreman at Chaffee, MO and a member of Frisco Lodge 129, has retired.

GRAND TRUNK WESTERN: **Richard J. Flanaghan,** signal maintainer at Blue Island, IL, has retired after completing 43 years of service. **V. G. Hudson,** of Durand, MI, has retired. Brothers Flanaghan and Hudson are members of Durand Lodge 14.

ILLINOIS CENTRAL GULF: **Walter L. Ishmiel,** signal maintainer at Buckley, IL has completed 25 years of service with the railroad. **Vernon M. Mulvihill,** signal inspector at Kankakee, IL, has retired. Brothers Ishmiel and Mulvihill

Retarder maintenance is a continuing chore at any modern classification yard. Shown here at the Rice Yard in Waycross, GA on the Seaboard Coast Line, are from the left: M. H. Adams, signal maintainer; A. D. Middleton, assistant signal maintainer; and H. W. Smith, lead signal maintainer. They are members of Local Lodge 16.

are members of Gilman Lodge 81.

LONG ISLAND: **G. H. Wanser,** signalman and a member of Aeriel Lodge 56, has retired. **Allen Shoemaker,** communications telephone maintainer and a member of Aeriel Lodge 56, recently rescued a man from drowning in Long Island's Sound. Brother Shoemaker was working on a pole line in Oyster Bay on August 10 when he saw a woman frantically running along Shore Road and shouting that her husband was drowning in the Sound. She pointed to something bobbing in the water. Allen quickly got to the ground, spotted the bobbing object, and swam out to it. It was the woman's husband, and Allen pulled him to shore, some 50 ft. away. The man had been clamming, got cramps in his legs, and yelled for help. He told Allen that he was unable to swim and got caught in the tide.

Sister Jones is a signal lady

Selecia E. Jones is the first woman hired as an assistant signal maintainer on the Southern Railway. Sister Jones attended the McDonough Training Center for an eight-week course which included electrical theory, working with signal equipment, making adjustments, pole climbing etc.

She now works at Inman yard where she assists in maintenance, repair and installation of car retarders, power switches, insulated joints, dragging equipment detectors, signals, etc. Sister Jones has been involved in replacing retarder shoes, inspecting and tightening bolts in master, group and skate retarders; installing rail bonds, track wire; has dug trenches for track wire; and done pole line work. Also she has greased and oiled retarders and switch machines. Sister Jones is a member of Miller-Griffith Lodge 49.

Sister Jones works at Inman yard.

LOUISVILLE & NASHVILLE: **E. H. Montgomery,** signal maintainer at Bowling Green, KY and a member of Lucky Lodge 13, has retired. **William R. Connor, Jr.,** signal maintainer at Evansville, IN and **Thomas C. Jones,** signal maintainer at the same location, have retired. Brothers Connor and Jones are members of local lodge 25. **Thomas H. Early,** signal maintainer at Corbin, KY and **Floyd A. Sharp,** signal maintainer at LaFollette, TN have retired. Brothers Early and Sharp are members of Corbin Lodge 158. **Tommy H. Warner,** signal maintainer at Winchester, KY and a member of Latonia Lodge 176, has retired. **Robert L. Robinson,** signal maintainer at Birmingham, AL and a member of Birmingham Lodge 178 has retired.

MISSOURI PACIFIC: **D. A. Bart** of Arlington, TX has retired after completing 30 years of service. Brother Bart at one time served as financial secretary and as trustee of Fort Worth Lodge 141. **O. R. Pitts,** has retired after 40 years of service. He's a resident of Fort Worth, TX and has served as local president of local lodge 141, and general chairman.

NORFOLK & WESTERN: **Donald T. Cochran**, signal maintainer at Chapin, IL and a member of Wabash Lodge 55, has retired. **J. N. Blake, Jr.,** a resident of Roanoke, VA, has retired. **Wilbur C. Candler,** signal maintainer at Beckley, WV, has retired. **Peyton T. Tutwiler,** leading signalman at Roanoke, VA, has received a 40 year pin from the railway. Brothers Blake, Candler and Tutwiler are members of Goodwin Lodge 77. **Raymond S. Pierce,** signal helper at Walbridge, OH and **Bert B. Allee,** a resident of Crawfordsville, IN, have retired. Brothers Pierce and Allee are members of Local Lodge 169.

Powers' family has 700 years of rr service

James W. Powers, signal inspector for the Seaboard Coast Line is now entering the 700th year of railroad service as a member of the Powers' family. Brother Powers, a member of Local Lodge 16 and a resident of Ormond Beach, FL, has a proud family tradition behind him.

On his father's side of the family, there's a total of 522 years of railroad service. Brother Powers began work on the Seaboard Coast Line in 1939 so he has 41 years of service at the moment. His father, Allan Grover Powers, was a locomotive engineer for the Seaboard Airline Railroad. He had 52 years of service when he retired in 1961. Brother Powers' grandfather, John Justice Powers, was master mechanic for the Cheraw & Lancaster Railroad. Four uncles all worked for the former Seaboard Airline Railroad. They had a total of 177 years of service and held positions of dispatcher, mechanical foreman, chief clerk and conductor. An uncle, for whom Brother Powers is named, James Woods Powers, was a locomotive engineer for 61 years with the Atlantic Coast Line. Another uncle, Thomas Butler Powers, was auditor and claims clerk for the Piedmont & Northern Railroad for 64 years. Two cousins are presently working for Seaboard Coast Line. One is a clerk with 43 years service and the other a mechanical electrician with 30 years of service.

On his mother's side, Brother Powers' family has a total of 178 years of service. His grandfather, John Wright Boney, had 50 years service with the Atlantic Coast Line as a section foreman. One uncle was an extra gang foreman with two years service on Atlantic Coast Line while two other uncles worked for the Seaboard Airline Railroad. One was an engineer with 41 years of service and the other was a fireman with 2 years of service. One cousin retired after 42 years of service with Seaboard Coast Line and was manager of data processing when he retired in 1978. Another cousin is still in service with the Seaboard Coast Line as an engineer with 41 years of service.

Obviously, Brother James Woods Powers comes from a long line of railroad employees and all with companies that are now in the Seaboard Coast Line.

In a note to Tom Bates, president, BofRS, Brother Powers sums up his heritage and pride very well: "I have always been proud of being a railroad man, worked reasonably hard, held my head high and have been successful. I have always been extremely proud to be a good signalman, because I know we have the greatest organization in the world."

Brother Powers was born in Hamlet, NC and began work for the Seaboard Air Line at Riceboro, GA in 1939. Over the years he held the following positions: assistant signal maintainer at LaCrosse, VA in 1941; signal maintainer at Petersburg, VA 1942-1944; signal material inspector in 1945; assistant to construction supervisor, 1946; assistant construction supervisor, 1947; assistant to supervisor telephones & signals, 1948 at Raleigh, NC; assistant supervisor telephones & signals, 1949; transferred to

Hamlet, NC in 1955 as assistant supervisor t&s to work at new retarder classification yard; safety supervisor, southern half of SAL in 1956; position abolished in 1960 so returned to signal foreman; at Hamlet yard in 1963-64 as assistant supervisor t&s; signal foreman in 1965; signal inspector in 1971 headquartered in Sanford, FL.

PITTSBURGH & LAKE ERIE: The following members of local lodge 150 have been monthly winners in the Family Safety Contest on the P&LE: **Ed Bickar,** signal maintainer; **Wayne Capra**, signal maintainer and local chairman and local president; **Bob Morris,** signalman; **Jim Neice,** signal inspector; and **Melvin Soles,** signal maintainer and financial secretary.

SANTA FE: **D. K. Buckley,** signal maintainer at Gainesville, TX, and a member of Santa Fe Lodge 121, has retired. **S. F. Cantrell,** signalman at San Bernardino, CA and a member of San Joaquin Valley Lodge 173, has retired. **Charles H. Elem,** signal maintainer and a resident of Vici, OK and a member of Rocky Mountain Lodge 161, has retired.

SOO LINE: **Theodore A. Heinle,** signal maintainer at Fond du Lac, WI and a member of Soo Line Lodge 6, has retired.

Ten signalmen have completed the signal training program and are the first to graduate. They received on-the-job training in the field plus classroom instruction in the Twin Cities and at the Moraine Park Technical Institute in Fond du Lac, WI. Completing the course were **S. J. Pfeiffer,** a member of crew 433; **D. D. Sauve,** crew 424; **K. D. Clark,** crew 428; **M. W. Oldeen,** crew 432; **J. C. Madden,** crew 431; **R. J. Simon,** crew 431; **D. J. Feucht**, crew 401; **D. L. Knock**, crew 402; **J. L. Fischer,** crew 422 and **H. L. Blaine,** crew 433. The training took place over the course of an entire year.

SOUTHERN: The following members of Miller-Griffith Lodge 49 have retired: **George W. Latham, Jr.,** signal maintainer in Eutaw, AL; **Thurman E. Meece,** signalman at Somerset, KY; **F. M. Miller,** signal maintainer at Austell, GA; **Andrew Parrish,** signal maintainer at Sadieville, KY; **Albert L. Roman,** signal maintainer at Montevallo, AL: and **George H. Seymour,** signalman at Trenton, GA. The following members of Walters Lodge 110 have retired: **Willard F. Carson,** assistant signalman at Hixson, TN; **G. W. Bennison,** signal maintainer at East Flat Rock, NC; **Joe Hudgens,** signal maintainer at Chuckey, TN; **Vernon McLemore,** signal maintainer at Springfield, VA; **Cecil G. Inman,** assistant signal maintainer at Decatur, GA and **Paul D. Yelton,** signal maintainer at Greensboro, NC. **Thomas W. Windham,** relay repairman at Griffin, GA and a member of F. B. Stanley Lodge 11, has retired.

SOUTHERN PACIFIC: **H. W. Rothman,** signalman on the Sacramento division, has retired. **H. W. Baltar,** signal maintainer on the Oregon division, was awarded SP's Eagle Eye Award for "special alertness in finding defects which were not easily seen through regular observation and for taking action which prevented possible accidents." Brothers Rothman and Baltar are both members of local lodge 34. The following members of Gulf Coast Lodge 99 have retired. **E. E. Eichblatt,** signal maintainer on the Houston division; **L. C. Raske,** signal maintainer on the San Antonio division; **J. D. Wilson,** signal repairer on the Houston division; and **P. R. Norman,** signal maintainer at San Antonio. **Darold E. Burleigh,** signal maintainer at Culver City, CA, has retired after completing 34 years of service on the former Pacific Electric. Brother Burleigh is a member of Pacific Electric Lodge 100. **J. D. Smith,** signal maintainer and a resident of Pomona, CA, has retired. Brother Smith is a member of Los Angeles Lodge 104. Three members of Roseburg Lodge 152 have retired: **L. W. Dixon,** signal maintainer and a resident of Glendale, OR; **G. M. Nisle,** signal maintainer; and **H. D. York,** signal maintainer. Brothers Dixon, Nisle and York all worked on the Oregon division. Two members of Cotton Belt Lodge 157 have retired: **R. L. Goins,** signal maintainer and **B. B. Stroud,** signal technician. Two members of Sacramento Lodge 179 have retired: **Harold W. Feathers** and **Willard R. Davis.** Brother Davis was a signalman at the Sacramento signal shop. He received a recognition certificate from SP in honor of his 32 years of injury free service. **D. T. Rappley,** signal foreman on the Western division and a member of Oakland Lodge 92, has retired. **O. Baker,** a signalman at Santa Rosa, NM, and **J. L. Turner,** signal maintainer at Carrizozo, NM, have retired. Brothers Baker and Turner are members of El Paso Lodge 182.

MISSOURI PACIFIC: **Jerry W. Dawson,** signalman at Poplar Bluff, MO, retired after completing 22 years of service with the railway. Brother Dawson is a member of Missouri Lodge 72.

CENTRAL VERMONT: **Leonard E. Reed,** retired November 3, 1979, after completing 28 years with the railway. Brother Reed was a member of Local Lodge 222 and had served as chief signalman. Brother Reed, at the time of his retirement, was equipment maintainer and wire chief St. Albans, VT.

Important events in American labor history

1886 Under the initiative of the Federation of Organized Trades and Labor Unions, some 340,000 workers participated in a movement for an 8-hour day.

The Chicago Haymarket riot, in which one policeman was killed and several others were wounded, aroused public opinion against unionism and radicalism and for several years stopped the movement for the 8-hour day. The meeting in Haymarket Square had been called as a peaceful protest against the killing of four strikers and wounding of others during the strike for the 8-hour day.

The American Federation of Labor was organized at a convention in Columbus, Ohio, in December as successor to the Federation of Organized Trades and Labor Unions. Other trade unions and city councils which had failed to gain autonomy within the ranks of the Knights of Labor also joined the AFL.

1887 The Brotherhood of Maintenance of Way Employes was organized.

1888 The first Federal labor relations law was enacted. It applied to railroads and provided for arbitration and Presidential boards of investigation.

The International Association of Machinists was organized in Atlanta, Ga.

1890 The United Mine Workers was organized in Columbus, Ohio.

1892 The Homestead strike by the Amalgamated Association of Iron, Steel & Tin Workers at the Carnegie steel mills in Homestead, Pa., resulted in the death of several strikers and Pinkerton guards. The strike failed and the union was ousted from most mills in the Pittsburgh area.

1894 A strike of the American Railway Union led by Eugene V. Debs against the Pullman Co. was defeated by the use of injunctions and by Federal troops sent into the Chicago area. Debs and several other leaders were imprisoned for violating the injunctions, and the union's effectiveness was destroyed.

1898 Congress passed the Erdman Act, providing for mediation and voluntary arbitration on the railroads, and superseding the law of 1888. The act also made it a criminal offense for railroads to dismiss employees or to discriminate against prospective employees because of their union membership or activity. This portion of the act was subsequently declared invalid by the United States Supreme Court.

1900 The International Ladies' Garment Workers' Union (AFL) was formed.

1901 The International Federation of Trade Unions (then International Secretariat of National Trade Union Centers) was formed on August 21. The AFL affiliated in 1910, disaffiliated in 1921, and reaffiliated in 1937. It remained a member until IFTU was formally dissolved in 1945.

The Amalgamated Association of Iron, Steel & Tin Workers (AFL) lost 14 union contracts after a 3-month strike against the United States Steel Corp.

The United Textile Workers of American (AFL) was organized.

1902 The United Mine Workers of America ended a 5-month strike on October 21 against anthracite operators, agreeing to arbitration by a Presidential commission. The Anthracite Coal Strike Commission, appointed on October 16, recommended on March 18, 1903, a 10-percent wage increase and conciliation machinery, but denied union recognition.

1903 The Department of Commerce and Labor was created by an act of Congress, and its Secretary was made a member of the Cabinet.

1905 The Industrial Workers of the World was organized in Chicago.

The Supreme Court held that a maximum hours law for bakery workers was unconstitutional under the due process clause of the 14th amendment. (*Lochner* v. *New York.*)

1906 The International Typographical Union (AFL) struck successfully in book and job printing establishments for the 8-hour day, paving the way for extension of shorter hours in the printing trades.

1908 Section 10 of the Erdman Act applying to railroad employees, whereby the "yellow-dog" contract was outlawed and an employer was forbidden to discharge a worker for union membership, was declared unconstitutional. (*U.S.* v. *Adair.*)

The boycott by the United Hatters of Danbury, Conn., against D. E. Loewe and Co. was held to be in restraint of trade under the Sherman Anti-Trust Act. In January 1915, the individual union members were held responsible for the union's acts and were assessed damages and costs totaling $252,000. This was the first application of the treble damage provision of the act to a labor union.

1909 The 2-month strike of the International Ladies' Garment Workers' Union (AFL) was settled by providing preferential union hiring, a board of grievances, and a board of arbitration. This laid the foundation for the impartial chairman method of settling labor disputes.

Summary of claims based upon alleged violation of Signal Rules, Standards & Instructions settled pursuant to the Federal Claims Collection Act during the period October 1, 1977 through September 30, 1978.

Railroad	No. of Claims	POCA	PRCA	Settlement
Kansas City Southern	6	$ 7,500	—	$ 2,000
Missouri Pacific	262 (121 terminated)	53,200	$39,400	24,250
Texas & Pacific	67 (47 terminated	6,700	2,000	250
Port Authority Trans-Hudson	151 151	15,100	—	250
Rock Island	4	400	—	(Package settlement with other claims.)
Santa Fe	77 (76 terminated)	7,700	100	70
Seaboard Coast Line	1	100	—	70
Southern Pacific	281 (271 terminated)	43,700	200	8,900
Terminal RR Assoc. St. Louis	264 (204 terminated)	268,500	64,500	38,000

LEGEND:

POCA— Potental Collectable Amount. This is the Amount contained in our original demand letter to Carrier.

PRCA— Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

Summary of claims based upon alleged violations of Signal Rules, Standards & Instructions settled pursuant to the Federal Claims Collection Act during the period October 1, 1978 through December 31, 1979.

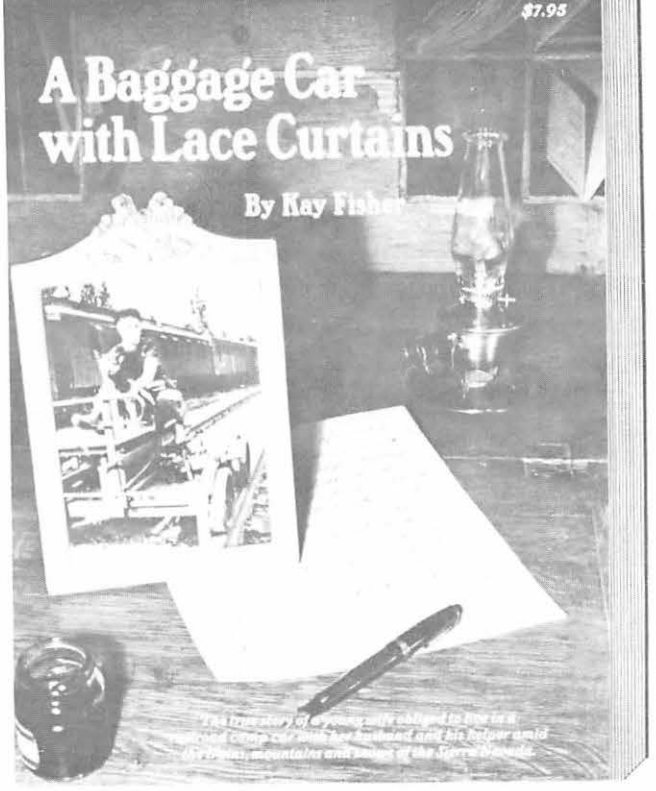
Railroad	No. of Claims	POCA	PRCA	Settlement
ConRail	145	$178,000	—	$103,240
Ft. Worth & Denver	2	2,000	—	2,000
Galveston, Houston & Henderson	1	2,500	—	2,500
Illinois Central Gulf	94 (62 terminated)	97,900	$37,000	24,200
Illinois Terminal	45 (20 terminated)	45,000	25,000	15,000
Kansas City Southern	8	6,000	—	3,000
Louisville & Nashville	38 (24 terminated)	20,600	200	11,650
Seaboard Coast Line	1	1,000	—	600
Soo Line	10 (9 terminated)	10,000	1,000	1,000
Southern Pacific	40	67,000	—	36,000
Terminal RR Assoc. St. Louis	2	3,500	—	2,800

LEGEND:

POCA— Potental Collectable Amount. This is the Amount contained in our original demand letter to Carrier.

PRCA— Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

Camp car life as it was in the 1940's is told by Kay Fisher, wife of Bill Fisher, signalman on the Southern Pacific in the Sierra Nevada mountains in California.



Camp car living had its moments

Few of today's signalmen have had the experience of living in camp cars. There are some signal crews still living in camp cars, but as time goes on the Brotherhood of Railroad Signalmen has been able to negotiate agreements with railroads to retire the camp cars and put crews into hotels or motels. This was not always so, and a very interesting, delightful, humorous and serious book has been published concerning camp car life titled "A Baggage Car with Lace Curtains."

It is about life in the 1940's on the Southern Pacific. Bill Fisher took his young bride, Kay, up in the Sierra Nevada mountains in California on the SP mainline between Oakland, CA and Ogden, UT. They lived in a converted baggage car, No. 713, and had a boxcar, No. 787 for tools and supplies — in what might be called a "married pair." In rapid transit terminology, two cars that are permanently coupled are called a married pair.

Author Kay Fisher tells the story from the viewpoint of a young wife obliged to live with her husband in their baggage car and tool car parked on various spur tracks. Once the cars were parked inside the snowsheds at Norden. Another time the cars were parked next to cattle pens. When Kay decides that's too much, the yardmaster obligingly moves the cars next to the engine house. The goal of Kay and Bill Fisher was to have their own house, which they got when he was promoted to signal maintainer.

Although many chapter have humor in them, there's an abiding serious theme, namely that Kay and Bill Fisher will make their marriage work and be successful. There are times when she wanted to leave the railroad — and she says so — but she persevered to keep their marriage a warm, happy and successful one. Their two sons are in the SP signal department.

For railroaders and non-railroaders alike, this book is full of humorous incidents and serious anecdotes. Kay tells it like it was. She tells how she coped with train crews, telegraphers, track laborers, other wives living in camp cars, switch engines, oil lamps and an outdoor privy (affectionately called the dream house). Signalmen and their families will certainly enjoy this book. It's family reading at its best.

Price is $7.95. Order from **B&K Fisher, P.O. Box 714, Colfax, CA 95713.** (California residents must add 48 cents sales tax.)

Please send me _____ copies of **"A Baggage Car with Lace Curtains."** Enclosed is check or money order payable to B&K Fisher. Price is $7.95 per copy. CA residents add 48¢ per copy, tax. Send coupon and payment to **B&K Fisher, PO Box 714, Colfax, CA 95713.**

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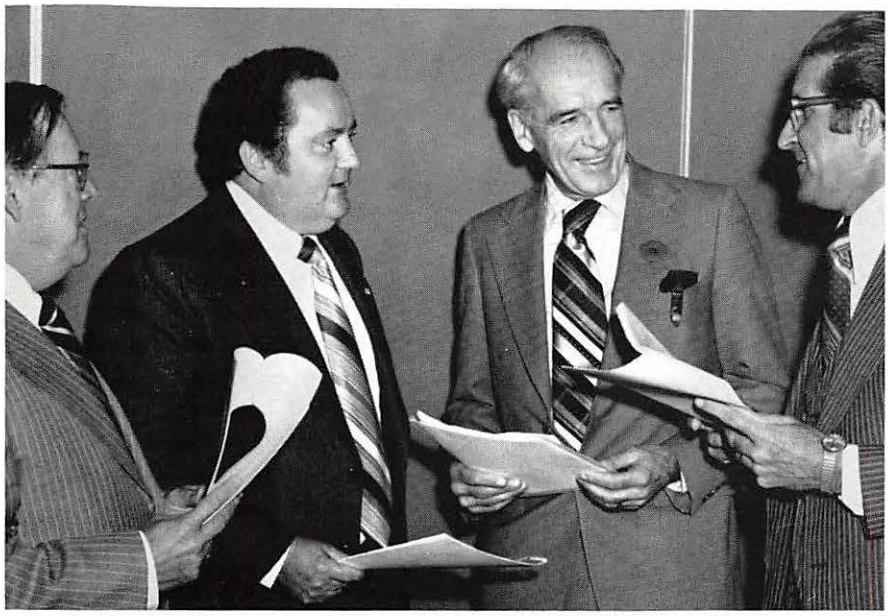
News from Canada



The 50th annual organizing co-operative movement meeting on the Canadian National are (from the left): Paul A. LeGros, general chairman, system federation, Brotherhood of Maintenance of Way Employes; Anthony G. Cunningham, general chairman and general secretary-treasurer, Brotherhood of Railroad Signalmen; (meeting co-chairman). T. V. Greig, vice president, BMWE; and Jean-Guy Gagnon, chief regional engineer, CN and meeting chairman.

Signalmen active co-op program

Since 1959, the Brotherhood of Railroad Signalmen has been active in the Atlantic Region Maintenance of Way Co-operative movement on the Canadian National. At the recent 50th annual meeting of this labour management group, Anthony G. Cunningham, general chairman, and general secretary-treasurer of the BofRS Canadian general committee, was co-chairman.

The history of the cooperative movement was outlined by T. Val Greig, vice president, Brotherhood of Maintenance of Way Employes.

This movement, which is now fifty years old, has survived these many years as down through the years the various people who have been involved, in my estimation, have been people who firmly believed that this type of movement leads to a closer partnership between management and labour, whereby a more prosperous and healthy industry is promoted. Over these years there have been detractors of the movement who claim that such a movement can be detrimental to the interests of the employees when their union representatives meet the railways in wage and rules negotiations. This has happened as our Brotherhood has shown that in direct negotiations we can and will be as militant as the next Union when negotiating agreements. At the same time, we are convinced that our Co-op Movement also is of value to us in the betterment of the over-all quality of our members' lives and working conditions.

At times during these fifty years, even though the Movement continued it was felt that some changes could be made to improve the participation of all concerned and in the years 1946, 1961, and 1972 the Constitution was amended to reflect the changing times.

During this time, in 1959 to be exact, the Brotherhood of Railroad Signalmen became members of the Movement and have been active in it ever since.

While all my activities with the Co-op Movement have been most satisfying, I believe the highlight would be in 1972, when in co-operation with Doug Worby, then assistant to the chief engineer, System Federation General Chairman Brother Legros, and now retired General Chairman and Grand Lodge Representative of the Railroad Signalmen Brother A. N. Cotton, we revised the Constitution and Rules of the Movement and caused to be published the current Constitution and Rules.

I would like to think that this Movement which has existed for fifty years will continue to exist for as long as there is a Canadian National Railway and I do not feel this is an idle dream for I am certain there will always be men, from both labour and management, of good will and integrity who will be willing to meet together with a mutual

desire to resolve, in this co-operative forum, problems confronting our industry.

Ce Mouvement, qui célèbre son 50e anniversaire, a survécu toutes ces années, grâce à toutes les personnes qui croyaient fermement que ce genre de Mouvement occasionnerait une relation plus rapprochée entre la Direction et les employés, et favoriserait une industrie beaucoup plus saine et prospère. Au cours des années il y eu des gens opposes au Mouvement qui déclarèrent qu'un tel Mouvement pourrait être nuisible aux intérêts des employés, lors des recontres entre leurs représetants syndicaux et le chemin de fer, pour la négociation des salaires et des règlements. Je suis contre ce point de vue, car notre Fraternité a démontré qu'à travers les négociations directes, nous pouvons être tout aussi militants que les autres syndicats lors de la négociation des Ententes. Nous sommes convaincus par le fait même, que notre Mouvement Co-Opératif est d'une grande valeur dans l'amélioration des conditions de travail et de la qualité de vie en général de nos membres.

Au cours des 50 années d'existence du Mouvement, nous avons cru que des changements pouvaient être faits pour améliorer la participation des concernés et durant les anneés 1946, 1961 et 1972, la Constitution fut amendée afin de refléter les changements de l'époque.

En 1959, la Fraternité des Signaleurs du chemin de fer devenaient membres du Mouvement, et ils furent actifs dans celui-ci depuis ce temps.

Toutes mes activités dans le Mouvement Co-Opératif furent très satisfaisantes, par contre, je crois que le fait saillant pris place en 1972, lorsqu'en coopération avec M. Doug Worby, à ce moment adjoint à l'Ingénieur en Chef, ainsi que le Président Général de la Fédération de l'Ouest et maintenant Vice-Président, confrère T. V. Greig, et le Président Général et représentant de la Grand Loge pour les signaleurs du chemin de fer, confrère A. N. Cotton, maintenant à sa retraite, nous avons revisé la Constitution et Règlements du Mouvement, ce qui a résulté en la publication de la présente Constitution et Règlements.

J'aimerais croire que ce Mouvement qui a maintenant 50 ans, continuera d'exister pour aussi longtemps qu'il y aura un chemin de fer Canadien National et je ne crois pas que ce soit un rêve futile, car je suis certain qu'il y aura toujours des hommes honnêtes et de bonne foi qui seront d'accord pour se rúnir avec le désir mutuel de résoudre, par l'entremise de ce forum coopératif, les problèmes qui confrontent notre industries.

For Canadian residents only:

Form ML-2 Rev. 10-79

Please let us know your present address? If the mailing label on this issue of The Signalman's Journal does not agree with your present address, please tell us by filling out the form below, pasting or taping the old label in the space provided and mail the entire coupon to:

Brotherhood of Railroad Signalmen
130 Slater St., Suite 505, Ottawa, Ont. K1P 5H6

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **Province** _____ **Zip** _____

Local Lodge No. _____ **Certificate No.** _____

Retired Member _____ **Non-Member** _____

Lodge 203 honors signal maintainer

George L. Fuller, retired signal maintainer from Balgonie, Sask. and his wife were honored by fellow CP Rail employees at a retirement party and a Christmas party on December 14, 1979. At the retirement party held in Moose Jaw station banquet hall Brother Fuller received a wallet with money from R. J. McCready, CP Rail signal supervisor representing fellow employees and railroad officers. Mrs. Fuller received a corsage from Mrs. McCready.

On behalf of Saskatchewan Lodge 203, Victor Matity, local chairman, presented Brother Fuller with a wallet. On behalf of Grand Lodge, Brother Matity, as grand lodge trustee, presented Brother Fuller with a 30-year pin representing 30 years of

Receiving a 30-year pin is Brother George L. Fuller (center). Congratulating him on his many years of service is Victor Matity, local chairman and grand lodge trustee. Mrs. Fuller enjoys this happy occasion.

continuous membership in the Brotherhood.

Following the retirement party, Brother George and Mrs. Fuller were taken to the annual Christmas party at the Heritage Inn, where they received more congratulations and well wishes during an enjoyable evening.

CN signalmen win award

Three Canadian National signalmen recently shared a suggestion award for designing a circuit that transmits weight information from the electronic track scale at Calder yard to the hump digital computer. Brothers Stan Fidler, signal maintainer and signal technicians K. A. Benusic and Leonard Carter shared the $375 award. They are members of Edmonton Lodge 202.

CRLA calls for better safety standards

Inadequate standards of safety in the handling and transportation of dangerous chemicals caused the derailment and mass evacuation at Mississauga, Ontario, last November, the Canadian Railway Labour Association contended in a brief presented at the Mississauga Railway Accident Inquiry.

That accident, as well as most other derailments, could have been prevented if Canadian Pacific and other railroads were obliged to adopt safety practices that are desirable and technologically possible, the CRLA charged. The brief said that rail safety is now dictated more by cost factors than by a consideration for the public interest.

CRLA Executive Secretary E.G. Abbot, speaking on behalf of 15 unions representing Canadian railway workers, also strongly criticized the Railway Transport Committee of the Canadian Transport Commission for what he described as "the abdication of its responsibilities to the public . . ."

He said that the committee, instead of rigidly enforcing railway safety measures in the interest of the public and railway workers, "simply permits the railways to police their own operations and write their own rules."

Abbot recalled that a safety inquiry conducted by the CTC's railway committee in 1970 had revealed several crucial areas in which Canadian railway companies were operating below an acceptable level of safety.

"Unfortunately," he said, "the CTC did not act affirmatively to correct these inadequacies."

The union brief cited several specific safety flaws in the railways' operations, including the failure to install sufficient hotbox detectors to detect unsafe friction bearings in boxcars.

"Both the railroads and the CTC were aware in 1970 of the need for hotbox detectors to prevent derailments," Abbot said, "And yet, ten years later, we have a potentially disastrous detailment that could have been avoided if technology known and perfected in the 1960s had been installed."

Abbot said that the 1970 inquiry had also "clearly established" the increased margin of safety provided by converting from friction bearings to roller wheel bearings. But again the CTC has not put pressure on the companies to convert to the safer type of wheel bearing in the intervening ten years.

"The level of safety at which Canadian railways have been allowed to operate," said Abbot, "has been dictated not by what is needed and is technologically feasible, but solely by the economics of the individual companies."

The union brief said that, if the railways can prove that safety levels now required by society are beyond the companies' financial capability, it may be necessary to provide government subsidies to ensure that the public is not subjected to the dangers of railway accidents like the one at Mississauga.

The most urgently needed reform, however, the brief stressed, is a much stricter enforcement of existing safety regulations by the CTC's railway committee.

"The CTC has a duty to

regulate the railway system so as to ensure the maximum level of safety that is possible," Abbot said. "Safety must override the companies' balance sheet approach to their operations, and the CTC has a responsibility to make sure that is the case."

The union brief criticized the CTC's shortage of inspection staff and its tendency to allow the railways to set their own levels of safety, particularly in the transportation of toxic materials.

"The Mississauga derailment was entirely predictable," Abbot said, "in light of the findings of the CTC's 1970 inquiry. The only questions left unanswered in 1970, if strong regulatory action was not taken by the CTC's railway committee, were simply when and where the derailment would occur, and how bad it would be."

The union official hastened to add that the CRLA still firmly believes that the safest method of transporting bulk commodities, including dangerous chemicals, is by rail.

"Any attempt to shift the transportation of dangerous goods from rail to road transport," Abbot declared, "on the assumption that it would be safer, would be suicidal. Our highways are already dangerous avenues for such transportation, and hundreds of additional tank trucks would multiply the risk of major accidents a thousand times.

"The only feasible answer to the Mississauga derailment," he added, "is to take the steps we have recommended to ensure that rail safety is raised and kept to a level that will reduce the chance of another such accident to a minimum."

R. D. Wilson, of Field, B.C. and a member of Foothills Lodge 125, died recently.

Lloyd E. Young, retired signal maintainer for the Canadian Pacific at Winnipeg, MB, died November 10, 1979. Brother Young was very active in Brotherhood affairs and was one of the charter members of Winnipeg Centre Lodge 12. For several years he served as chief signalman. He had completed 33 years of service when he retired in December, 1967. Brother Young was born at Sidney, MB and worked for CP in Virden, Kenora, ON, and Winnipeg. He was a member of the Camera Club of the Y.M.C.A. in Winnipeg and a member of Dormer Lodge No. 151 A.F. & A.M., G.R.M. He is survived by his wife Freda and several nieces and nephews.

CP RAIL: **G. L. Fuller,** signal maintainer at Balgonie, SK and a member of Saskatchewan Lodge 203, has retired.

Obituaries

Harold T. Beiser, leading signalman on the Oregon division, Southern Pacific, died. Brother Beiser was born on November 26, 1924. He was a member of Roseburg Lodge 152.

Mrs. Betty Lou Britcher, 51, wife of Conrail general chairman Bernard E. Britcher died. Mrs. Britcher, a resident of Duncannon, PA, was a member of Christ Lutheran Church and the Guild of Harrisburg Community Theater. Surviving are her husband Bernard E.; two sons, Andy and Mark E.; two daughters, Mrs. Robin L. Cook of West Fairview and Miss Kelly L. Britcher, at home; two brothers, Arthur Boyles and Ronald Boyles; three sisters, Mrs. Florence Gray of Camp Hill, Mrs. Helen Rivers of Duncannon and Mrs. Jean Liddick of Elizabethtown; and one grandchild. Burial was in Evergreen Cemetery.

David D. Burckhardt, a member of Roseburg Lodge 152 of the Southern Pacific, died. Brother Burckhardt was born December 11, 1944.

Boyce L. Burke, retired signal maintainer for the Florida East Coast, died. Brother Burke retired in August, 1966 after completing nearly 30 years of service with the railway. At the date of his retirement Brother Burke was a signal maintainer at Titusville, FL. He was a member of Local Lodge 66.

Roland W. Byberg, retired signal maintainer for the Denver and Rio Grande Western at Denver, CO, died. Brother Byberg was a member of Local Lodge 24. He had completed 38 years of service when he retired in February, 1966. At one time, Brother Byberg had served as trustee in local 24.

Harold H. Byrne, retired ctc foreman for the Southern Pacific at Sparks, NV, died. Brother Byrne had completed 47 years of service with SP when he retired in April, 1965. He was a member of Sacramento Lodge 179.

Harold E. Cairns, retired signal maintainer for the Boston & Maine at Gardner, MA, died. Brother Cairns had completed 48 years of service when he retired in October, 1971. He was active in Bay State Lodge 120 for several years and had served as local chairman.

Frank J. Carano, retired signalman for the former Pennsylvania at Cleveland, OH, died. Brother Carano had over 41 years of service when he retired in 1966. He was a member of Akron Lodge 109.

Henry Harlan Clark, retired signal maintainer on the Chesapeake and Ohio Cincinnati

seniority district, died. Brother Clark retired in January, 1975. He was a member of Gateway Lodge 135.

Gaylord E. Cox, retired signalman for the Baltimore & Ohio at Leesburg, OH, died. Brother Cox was a member of Winton Lodge 94. He retired in December, 1974.

J. H. Croxton, traveling signal maintainer for the Illinois Central Gulf, died October 9, 1979 as he was inspecting crossing signals near Corydon, KY. Brother Croxton started to work in the ICG signal department on June 20, 1952. Prior to his traveling maintainer's job, he was signal maintainer at Cecilia, KY for several years. Brother Croxton, better known as "Red", was very active in Kentucky Lodge 46. He had served as local chairman and recording & financial secretary for several years. Brother Croxton is survived by his wife Mary, son Jimmy and daughter Beverly, all of Cecilia, KY. The officers and members of Kentucky Lodge 46 send their deepest sympathy to the members of the Croxton family.

Elmer Daniels, 74, retired signal maintainer at DeSoto, KS, for the Santa Fe, died. Brother Daniels was a member of Midwest Lodge 33. He retired in 1970, after completing 46 years of railroad service. He was a member of the Holliday Baptist Church. He is survived by his wife, Mrs. Elma Daniels, a son, a daughter, two brothers, a sister, six grandchildren and eight great-grandchildren.

L. D. Duggan, retired signal inspector for Illinois Central Gulf, died August 31, 1979. Brother Duggan had completed 36 years of service when he retired in April, 1978. He had been a member of East Dubuque Lodge 29. Brother Duggan is survived by three sons, four daughters, two sisters and a brother. The officers and members of local lodge 29 extend their sincere sympathy to the Duggan family.

J. A. Dougherty, Jr., signalman with the Burlington Northern and a resident of Hugo, MN, died January 19, 1980. Brother Dougherty, born July, 1927 was a member of Great Northern Lodge 154.

Willard H. Earing, retired signal foreman for the former New York Central at Rensselaer, NY, died. Brother Earing had been foreman of an electric and line gang. He retired in 1966 after completing 47 years of service. Brother Earing was a member of Local Lodge 213.

Macon Darrol Fincher, relief signal maintainer for the Seaboard Coast Line at Jacksonville, FL, died. Brother Fincher was a member of Local Lodge 16.

Rex Fultz, retired signal maintainer for the Norfolk & Western at Kokomo, IN, died. Brother Fultz had completed 46 years of service when he retired in May, 1965. He had been active in Local Lodge 169 and had served as local chairman.

Waldo A. Hageleen, retired signal maintainer for the Chicago & North Western in Boone, IA, died. Brother Hageleen had completed 45 years of service when he retired in 1958. He had been active in Brotherhood affairs and had served as chief signalman of Local Lodge 43.

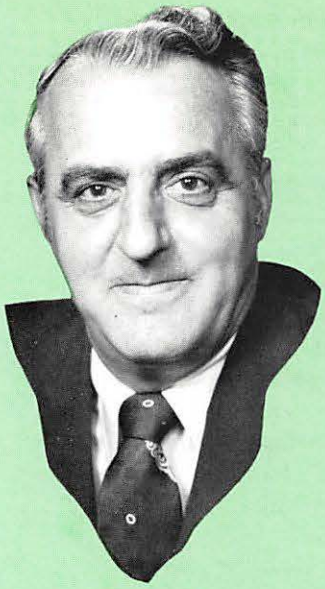
Wayne J. Haas, retired signal maintainer for Conrail and also the former New York Central, died. Brother Haas had worked in the Elkhart, IN signal shop from 1952 until its closing in 1972. Also, from 1976 until his retirement in March, 1979, Brother Haas had worked in the ConRail communication & signal shop in Columbus, OH as a signal maintainer. Brother Haas was a member of Local Lodge 38.

Alfred Handrich, retired signal maintainer for the Missouri-Kansas-Texas at New Braunfels, TX, died recently. Brother Handrich had completed 42 years of service with the railway when he retired in June, 1967. He had been active in Brotherhood affairs and had served as local chairman of Labette Lodge 116.

Arthur G. Helt, Sr., retired leading signalman at the Proviso, IL signal shop of the Chicago & North Western, died. Brother Helt had completed 30 years of service when he retired in April, 1963. He had been very active in Brotherhood affairs and as a member of Local 130, had served as chief signalman, recording and financial secretary and a member of the grievance committee. Brother Helt was a son of Daniel Webster Helt, one of the pioneer leaders of the Brotherhood of Railroad Signalmen. D. W. Helt had been elected grand chief signalman of the BofRS in June, 1917 and served as president until August, 1934.

Oscar X. Herbst, retired signal maintainer for the Soo Line at Lake Villa, IL, died. Brother Herbst retired in December, 1963. He was a member of Lodge 6.

Loyd E. Hitt, retired signalman in the Chattanooga, TN signal shop of Southern, died. Brother Hitt had completed 46 years of service when he retired in 1960. He had been very active in Brotherhood affairs and had served various offices in Miller Griffith Lodge 49. Brother Hitt had served as chief signalman, local chairman, financial secretary and also had at one time been assistant general chairman of the Southern General Committee.



Bates' Commentary

Even though railroads are one of the oldest industries in the United States, we can count on something entirely new and different each year. We are now experiencing the first liquidation of railroad properties which has occurred in recent times and attitudes of the remaining industry certainly demonstrate the reasons for the bankruptcies to happen.

Rather than the remaining railroads purchasing all of the Rock Island and that portion of the Milwaukee the courts have held is not able to be reorganized into a viable railroad, the industry immediately looks to abandonment of all trackage not yielding high volume and highly profitable traffic.

It seems to me that it only makes sense for the railroad industry to preserve all right of way and continue operation of all possible trackage. At a time when our country is in the only peace time energy crunch we have had to face, the most fuel efficient means of transportation is being cut back and abandoned.

It would also be only reasonable to expect that purchasers of lines being liquidated would immediately take steps to provide better service to shippers and upgrade the operation by rehabilitating the physical plant to move shipments quicker. However, the purchasers have immediately begun steps to remove signal systems which will in effect continue the "business as usual" attitude the railroads like to portray to the shippers and public.

At an FRA General Safety inquiry held during the week of March 24, we heard railroad after railroad who expect to purchase portions of the bankrupt lines, and are now operating portions under ICC directed service orders. Each of those carriers was seeking FRA approval to remove or discontinue operation of signal or centralized traffic control systems.

The demise of the Chicago, Rock Island and Pacific Railroad and a portion of the Milwaukee, through bankruptcy, and the acquiring of portions of those carriers by other railroads, is going to only perpetuate the indifference of the railroad industry to the needs of the shippers, the employees, and the citizens of our great country. The removal of signal systems proposed during the hearings indicates that the acquiring carriers have no interest in providing better and more expeditious service to the public.

The Rock Island and Milwaukee have no doubt installed centralized traffic control and signal systems on the property being acquired by other railroads in an effort to be competitive with other modes of transportation. The removal of those systems can only reduce the level of service in those areas.

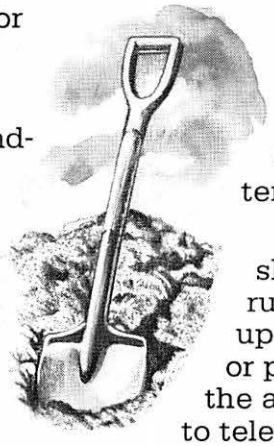
Obviously, the railroad industry will again fail to seize an opportunity to regain the business which should be carried by rail.

Tom Bates

UNDERCOVER JOB?

TWO WAYS 3M HELPS MAKE LONG-LASTING REPAIRS ON BURIED SIGNAL CABLE.

Cut down on high-cost cable replacement. Stop joining cables with patchwork materials. Now 3M Scotchcast® Signal and Control Cable Splicing Kits give you a sturdy, reliable method of repairing or joining signal and control cables.



Scotchcast Re-enterable Splicing Kits give you a compound-filled inline or T-tap splice that lets you get back into the splice if desired, and still reuse the tough PVC mold body and hardware. Only normal hand tools are needed to make these splices. When you're finished, the splices are ready for the toughest conditions. Each kit has all the materials needed to insulate and seal re-enterable splices, including the urethane insulating compound (Scotchcast 2114). Kits handle cable diameters from ¼" to 2½".

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All splices are tough enough to withstand continuous operation at 90°C (with an emergency overload temperature of 130°C).

Both kit types can be used on shielded or non-shielded plastic or rubber jacketed cables with ratings up to 1000 volts. Whether re-enterable or permanent, you can fit Scotchcast to the application, from intersection signals to telemetry cable to crossing gate signal installations.

3M Scotchcast Splicing Kits will pay off in your next underground job. Check with your electrical distributor, or write for full information to:

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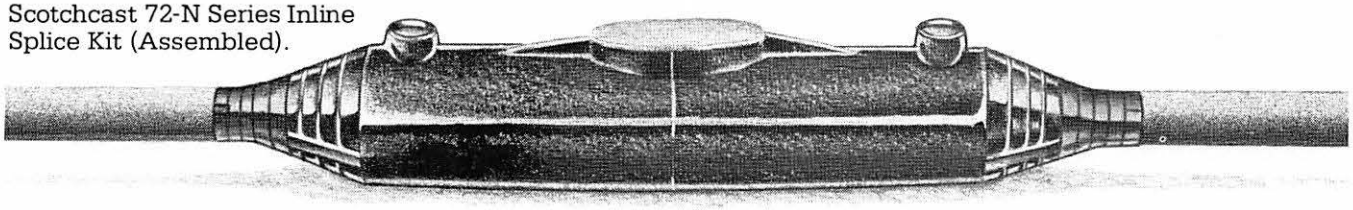
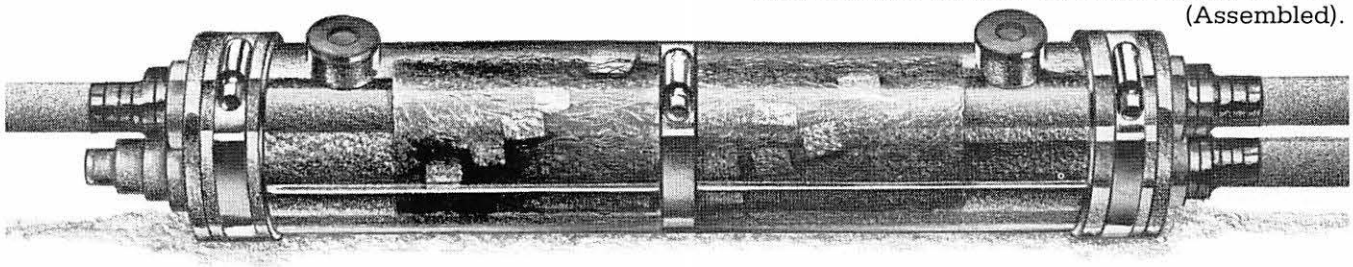
Scotchcast 72-N Series Inline Splice Kit (Assembled).



Scotchcast 78-R Series Re-enterable Splicing Kit (Assembled).



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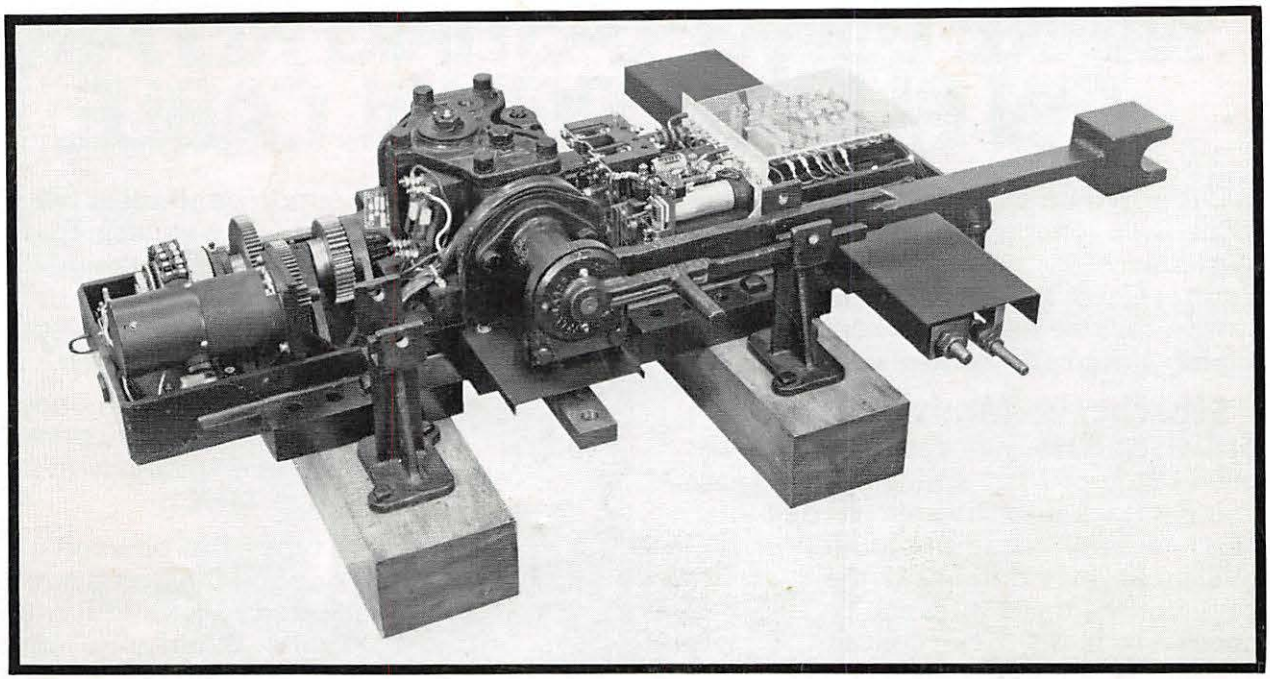

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LIGHTWEIGHT — 50% to 60% lighter than most mainline switch machines; easier to handle during installation.

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REPLACEABLE WEAR PLATES — One-piece, box-style wear plates on the throw bar, lock bar, and detector bar are replaced by simply sliding them off.

For more information about GRS Model 55 electric switch machines, write for a copy of Catalog 85-2.

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